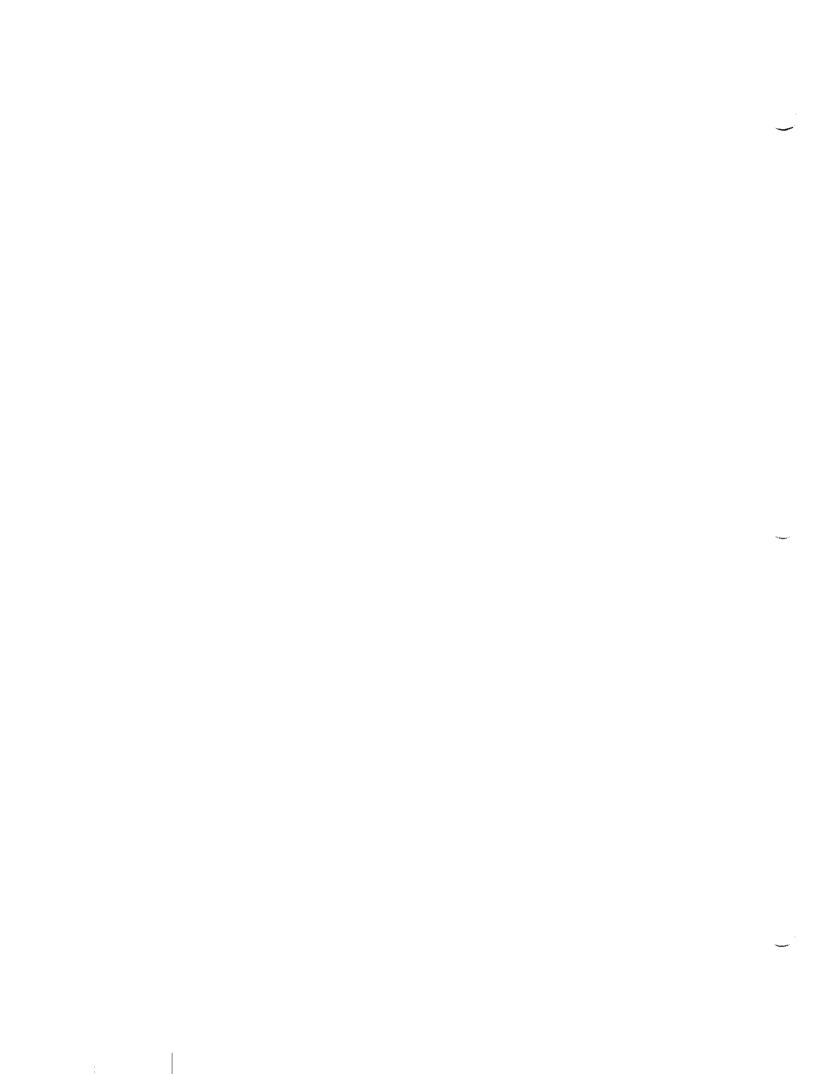
E. Andrew Wilde, Jr., Editor

The U.S.S. *HAMMANN* (DD-412) in World War II: Documents, Photographs, Recollections

Needham, Massachusetts Privately published by the editor First Edition 2004



1210 Greendale Ave., Apt. E3 Needham, MA 02492-4622 December 6, 2004

<u>Hammann</u> survivors and families of their shipmates:

As you can see from the "About the Editor" page at the back of my booklet, I have no connection with your ship. I chose to compile an illustrated history of the <u>Hammann</u> salely because a fellow naval historian suggested that your ship would be an interesting choice for another booklet in my series on destroyer-type ships sunk in World War II.

Now that I've completed my booklet I'm very grateful for my friend's suggestion. The <u>Hammann</u> participated in the first two "carrier" battles of the war, and with the help of archivists at the National Archives and the Naval Historical Center I was able to assemble a considerable amount of primary source material. I'm indebted also to Elmer Jones for his well-written, detailed personal account of the sinking on June 6, 1942.

My early distribution has included eight naval museums/libraries and the families of:

RAdm. Arnold E. True, USN (2 sons)

Lt. Raiph W. Elden, USN (son)

Lt. Martin H. Ray, Jr., USN (3 brothers)

George W. Kapp, Jr., Coxswain (sister and 2 brothers)

Robert J. Ballard, Seaman 1st Class (his cousin the explorer)

I've barely started to send copies to the survivors, but I've obtained a 1998 address list from Joe Sanes (S2c in 1942) to work from. If any of you have <u>current</u> addresses for your shipmates please pass on that information to me. It will save me a lot of phone calls which I'll have to make to confirm an old address. Unfortunately, I don't expect to have any extra copies, but I hope you'll have copies made at a copying store for your families. (I suggest a spiral binder.)

I never charge for my booklets, but modest contributions will be appreciated to help cover my costs.

Thank you for your service,

E. Andrew Wilde, Jr.

(781) 449-0392

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U.S.S.HAMMANN DESTRUMEN NAMED FOR ENSIGN CHASH HEAMMANN, U.S.N. BUILT AT KEARWY, N.J. AUTHORIZED MARCH 27, 1954. KEEL LAID JANUARY 17, 1938. LAUNCHED EEBRUARY 4, 1939. FIRST COMMISSIONED AUGUST 11, 1939.

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Any man who may be asked what he did to make his life worth—while can respond with a good deal of pride and satisfaction, "I served in the United States Navy."

- President John F. Kennedy, addressing the new class of midshipmen at the United States Naval Academy on August 1, 1963.

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FROM

W. E. MCLAINE

CARNEGIE - (CLINGIS STEEL CORP. MOTIMADILY MURLINING WASHINGTON, D. C.

UNITED STATES STEEL CORPORATION

NEW YORK

OFFICE OF ABSISTANT TO CHAIRMAN

FOR RELEASE: After 9:00 A. M. Saturday, February 4, 1939

AMERICAN AND Figured in a "double-barrelled" launching here this morning in the yards of the Federal Shipbuilding and Dry Dock Co., United States Steel subsidiary.

Both ships in this unusual ceremony were constructed on adjacent ways and were launched at high tide, the HALMANN at 8:35 and the ANDERSON 20 minutes later.

The ANDERSON was named for the late Rear Admiral Alexander Anderson, Naval hero in the Spanish-American War, who died September 23, 1933. His widow, Mrs. Mertie Loraine Anderson of Wilmington, N. C., was designated by Secretary Swanson as sponsor of the ship.

Miss Lillian Hammann, 14, of Baltimore, Md., sponsored the U.S.S. HAMMANN, named in honor of her uncle, Ensign Charles Hazeltine Hammann, U.S. Naval Reserve, who was killed in active duty June 14, 1919, at Langley Field, Virginia. A reception for the sponsors was held in the Yard Restaurant immediately after the launching ceremonies.

Both of the vossels launched today cost about \$5,000,000 each, are 334 fect long, and will carry five-inch guns.

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NOTE TO EDITOR: Accredited Navy passes required for reporters and news photographers attending the launching may be obtained from the Commandant of the Third Naval District, Navy Yards, New York, N. Y. Passes must be submitted to Assistant Inspector of Machinery and Assistant Superintending Constructor at Receptionist's desk in the General Office Building of the Federal Shipbuilding and Dry Dock Company, Lincoln Highway, Kearny, N. J., at 8:15 A. M. Special buses will leave from Public Service Terminal in Journal Square, Jersey City at 8:00, 8:05, and 8:10.

February 4, 1939





The Wavy Department designated Miss Lillian Mammann, 14, as spansor for the U.S.S. Mammann (DD-412) named in honor of her uncle, Ensign Charles M. Mammann, U.S.N., who was awarded the Medal of Monor during World War I for the extraordinary heroise he displayed in rescuing a fellow pilat with his seaplane.

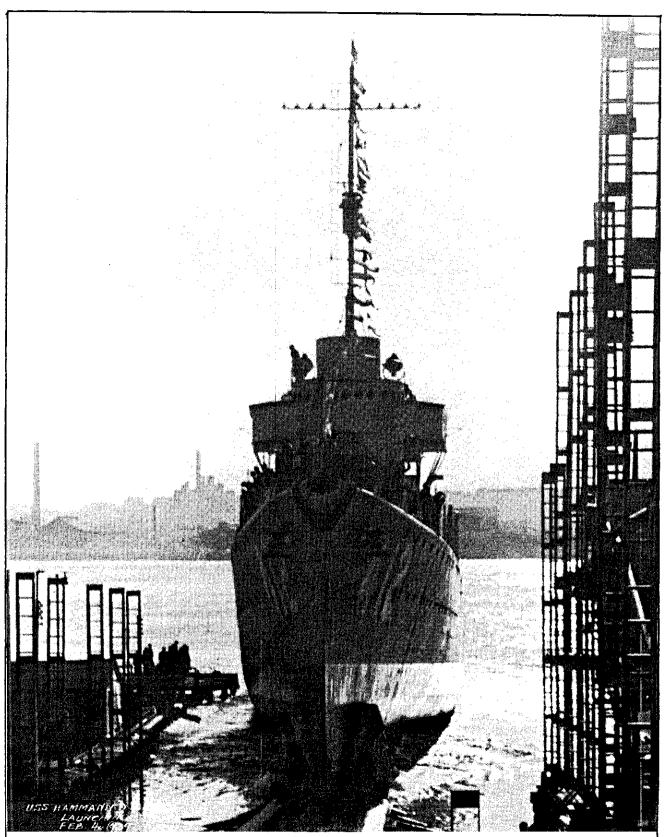
ENSIGN CHARLES HAZELTINE HAMMANN, U.S.N.R.

Ensign Charles Hazeltine Hammann was born March 16, 1892 at Baltimore, Maryland. He was appointed to the provisional rank of Ensign in Naval Reserve Flying Corps October 14, 1918, and served overseas until January 21, 1919. He was killed while on active duty June 14, 1919, at Langley Field, Va. He was awarded the Silver Medal for Military Valor by the King of Italy and the Congressional Medal of Honor with the Citation:

"For extraordinary heroism as a pilot of a seaplane on August 21, 1918, when with three other planes he took part in a patrol for dropping propaganda on Pola. They encountered and attacked a superior force of enemy land planes and in the course of an engagement which followed, the plane of Ensign George H. Ludlow was shot down and fell in the water five miles off Pola. Ensign Hammann immediately dived down and landed on the water close alongside the disabled machine where he took Ludlow on board and, although his machine was not designed for the double load to which it was subjected, and although there was danger of attack by Austrian planes, made his way to Porto Corsini."

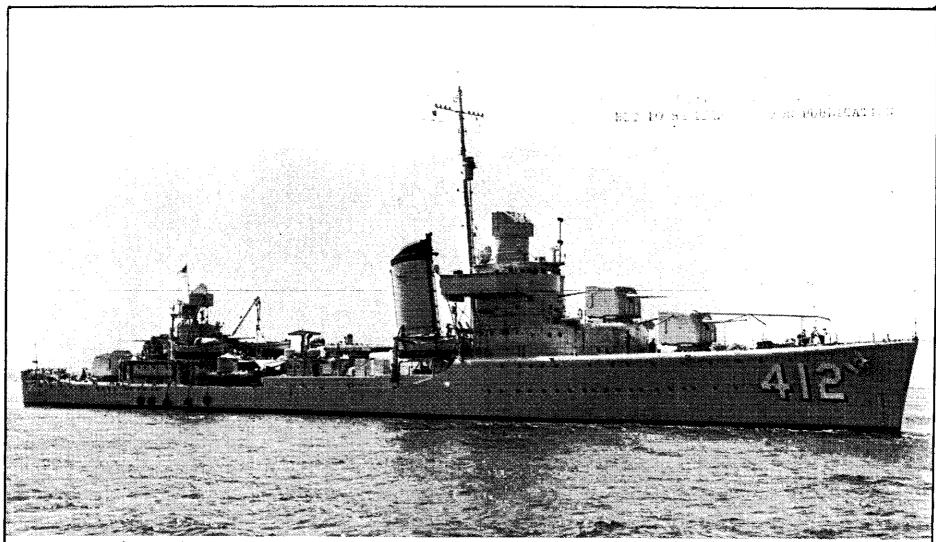
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Source: Naval Historical Center, Ships! Histories Branch, Washington Navy Yard. (Retyped: E. A. Wilde, Jr., 7/10/03) .



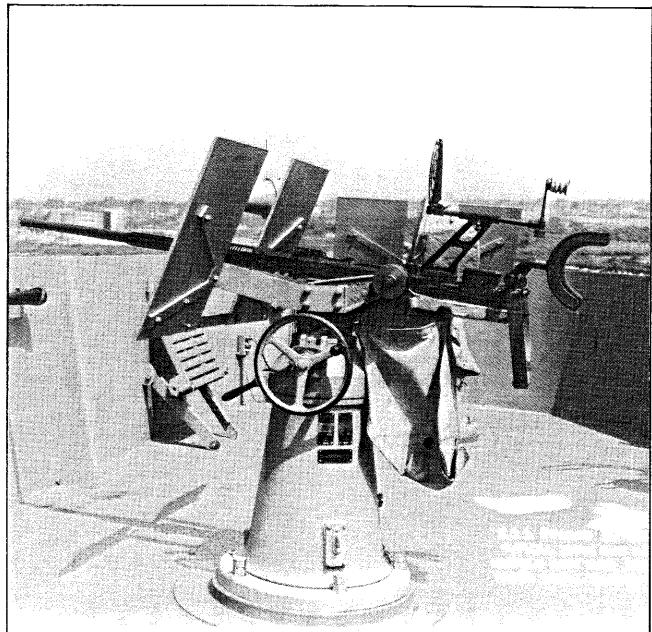
The <u>Sims</u>-class destroyer U.S.S. <u>Hammann</u> (DD-412) was launched at the Federal Shipbuilding & Drydock Co., Kearny, New Jersey, on February 4, 1939. The vessel was commissioned at the New York Navy Yard on August 11, 1939, Comdr. Arnold E. True, USN, in command. (Official U.S. Navy Photograph)

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USS <u>Hammann</u> (DD-412) being towed, probably from her builder in New Jersey, to New York for her commissioning August 11, 1939. Major changes in her armament were made before she was transferred to the Pacific in 1942. As shown, she was armed with five 5-in./38 dual-purpose guns. Her Mount 3 (forward-facing) and Mount 4 were open, while Mount 5 had only a half shield with a canvas top. Later, Mount 3 was eliminated, along with the tall searchlight tower, and both after mounts had half shields with canvas tops, Also, instead of the three quadruple torpedo-tube mounts shown (with two on the main deck, port and starboard) one mount was landed and two quadruple mounts were center-lined on the deckhouse. Prior to World War II the ship's antiaircraft battery consisted of four .50-caliber water-cooled machine guns, but these were replaced with four 20-mm Oerlikon machine cannons which fired explosive shells. (U.S. Naval Institute Collection.)

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In 1941 the 20-mm Oerlikon air-cooled machine gun began to replace the .50-cal. water-cooled machine gun as the Navy's standard light antiaircraft weapon. (It was also called a machine <u>cannon</u> because it fired explosive shells.) This early Mark 4 version with an open-ring sight required a four-man crew: the gunner, a trunnion operator (to adjust the height of the gun carriage) and two loaders. When fitted with the Mark 14 gyroscopic sight, introduced in 1943, a range setter was also required to enter range data. The Oerlikon had an effective range of 1,600 yards and fired at a rate of 450 rounds/minute. (Official USN Photo.)

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Office of Naval Records and History Ships'Histories Section Navy Department

HISTORY OF USS HAMMANN (DD 412)

The story of the HAMMANN is a story of a struggle for survival, merciful rescue amid a bedlam of explosion and fire, and a ship going beneath the waves as the last brave men aboard swam off her deck. Here is partly the story of the last death struggle of the LEXINGTON in the Coral Sea and the YORKTOWN in the Battle of Midway.

USS HAMMANN was authorized by an Act of Congress 27 March 1934, built at the Federal Shipbuilding and Dry Dock Company of Kearny, New Jersey, and launched on 4 February 1939, with Miss Lillian Hammann of Baltimore, Maryland, serving as her sponsor. She was the niece of Ensign Charles Hazeltine Hammann who was awarded the Congressional Medal of Honor during World War I for extraordinary heroism, as a pilot of a seaplane, in effecting a dangerous rescue of a fellow pilot.

Commissioned on 11 August 1939, HAMMANN saw many ports on her shakedown and prewar cruises, visiting such places as Bermuda, San Diego, San Francisco, Pearl Harbor, Argentina and Iceland. She was at Iceland when the Japanese attacked Pearl Harbor on 7 December 1941.

January 1942 found the HAMMANN at Norfolk, Virginia. After refueling, degaussing, and effecting minor repairs to her propeller, she was underway on 6 January for Panama in company with the USS NEW MEXICO, MISSISSIPPI, PRESIDENT HAYES, and two destroyers in the antisubmarine screen, USS MORRIS and ANDERSON. After steaming through the Panama Canal the group headed for San Francisco, arriving 22 January. On 25 January, HAMMANN passed under the Golden Gate bridge enroute to Pearl Harbor and the Pacific Theater. It was the last time HAMMANN was ever to see the shores of the United States again.

On 16 February, after undergoing various drills and preparations at Pearl Harbor, HAMMANN left with Task Force 17 enroute to the Canton Island area, and later, to New Caledonia, where the force was joined by Anzac units.

On 17 March HAMMANN anchored at Noumea, New Caledonia, and two days later rendezvoused again with Task Force 17 and engaged in exercises between New Caledonia and the New Hebrides Islands. 27 March saw her steaming in the Coral Sea with Task Force 17, screening and acting as plane guard for the purpose of rescuing pilots who landed in the water. She returned to Tongatabu on 20 April and left again for the Coral Sea on 27 April.

HAMMANN was part of the YORKTOWN screen on 4 May when three air attacks were launched against the Japs at Tulagi. Late that afternoon she was ordered to rescue two fighter pilots who were forced down at Guadalcanal, 42 miles to the north. Steaming at 30 knots, the ship arrived at dusk and spotted a white marker on the beach which proved to be a parachute tent about two miles east of Cape Henslow.

A motor whaleboat rescue party was put over the side at 1820 about 6,000 yards from the beach but could approach to within only

150 yards as the roaring breakers were too heavy to attempt a landing. Darkness and rain were of no help to Coxswain Kapp who swam through the surf with a line to the pilots. All three were hauled back to the motor shaleboat.

Since the boat officer had been instructed to destroy the planes one of the pilots attempted to return to the beach with pyrotechnic material to fire the planes. Enroute he became fouled in the line but freed himself only to have the line foul the boat propeller. Paddling hard to save the boat from beaching, the pilot was lost from view as the boat drifted along the shore. Jason, BM 2/c, dove over the side with knife and hacksaw and freed the propeller. In the meantime, the pilot managed to reach the beach where he collapsed from exhaustion. A half hour later he was located by the light of a flare, and Jason plunged into the black surf and carried a line to the beach by which both men were hauled back to the boat. Attempts to fire the plane were abandoned for lack of time and the boat returned alongside the ship at 2118.

There was good flying weather on 8 May with excellent visibility all around. Task Force 17 was knifing through the pale blue ground swells with flying fish lazily skimming away from the bow of each ship. Suddenly an announcement was received that a large group of Jap torpedo planes accompained by fighters was approaching at 30 miles. The carriers launched intercepting planes on the double and the flying fish hustled out of the way as speed was increased to 27 knots.

Within 15 minutes enemy torpedo planes were sighted coming in for attack. LEXINGTON and other ships around her commenced firing. Two torpedo planes roared in at the YORKTOWN, and HAMMANN got in four salvoes before a torpedo was dropped. The torpedo sizzled ahead of YORKTOWN just as a torpedo plane was coming down in flames ahead of her.

HAMMANN picked up another torpedo plane flying overhead and fired four more salvoes before her range was blocked by a cruiser. Seconds later, the 20-millimeter guns forward laid a good burst into a torpedo plane close ahead, scored several hits and watched it crash with its torpedo. Just then, an explosion on the LEXINGTON indicated a torpedo hit as four more torpedo planes came within range of HAMMANN's guns. One started to smoke and crashed. These planes had already dropped their torpedoes and "cease fire" was sounded to look for loaded targets.

Several salvoes were fired at two planes racing southward, but they quickly passed out of range. Suddenly, dive bombers were sighted diving out of the sun. HAMMANN opened fire as a bomb exploded near YORKTOWN and another raised a geyser of water 200 yards off HAMMANN's starboard bow.

A five minute lull with only a dogfight visible to the south was interrupted by a second wave of dive bombers coming in from the east. The concussion and smoke of the guns started again as fire shifted from one torpedo plane to another.

LEXINGTON reported that her fires were not under control and

assistance was required. Three destroyers were detailed to stand by her. A serious explosion shook the carrier at 1535, and shortly thereafter HAMMANN was ordered to relieve PHELPS in standing by. HAMMANN took station astern of LEXINGTON, which was now out of control and making 20 knots.

By the morning of 9 May, LEXINGTON had slowed considerably and was circling with full rudder until she finally stopped dead in the water and drifted. HAMMANN circled in close and rescued men in the water with lines and cargo nets over the side. A whaleboat and gig were used to tow life floats to the nearby MINNEAPOLIS. LEXINGTON was lying in the trough of the sea drifting to leeward at a rate of 1 to 2 knots, so that large numbers of men were unable to swim clear of the ship or paddle their life boats clear. Small boats had unsuccessfully tried to tow floats clear, but they were too heavily loaded with men. HAMMANN maneuvered to go alongside of LEXINGTON but found it difficult to prevent crushing men between the ships as LEXINGTON drifted much faster than HAMMANN in this position. Although the side of the carrier was hot with smoke and flame escaping, HAMMANN picked up about 100 men from the water and from floats, including one seriously burned man who had been hung over the side in a sea bag.

When HAMMANN backed clear of LEXINGTON at 1748, it was none to soon, for a heavy explosion vented to starboard throwing flaming debris for a distance of three or four hundred yards. Some fell on HAMMANN, but there were no casualties. At this time there were still about 100 men on rafts under the carrier's port quarter. A line was shot to the LEXINGTON's Captain and Executive Officer on the flight deck and dropped to men in the water below who hung on as the line was hauled aboard.

At about 1812 there was a heavy explosion amidships on the carrier which ripped up a large section of the flight deck. Flames appeared for the first time on the topside. HAMMANN backed off a couple of hundred yards, which was well, for shortly after this, a tremendous explosion joited the carrier. A great blossom of flame arose and with it several airplanes and quantities of debris. From then on the ship burned fiercely with a great pyrotechnic display as ammunition in ready stowage was exploded. ELEXINGTON was soon burning with raging fires from end to end and was a great torch against the sky until she went down at a distance of about ten miles from HAMMANN.

The HAMMANN crew deserved much credit for the zeal with which they assisted survivors on board, making possible the rescue of 478 men. At the same time she picked up many men and took them directly to nearby cruisers. The crew also gave freely of their clothing and the use of their bunks for the welfare and comfort of the survivors

During the night of 3 June, the radio receivers were humming with reports of enemy ships. One small group of cargo ships with escort was steaming 450 miles west of Midway. Another large group including battleships, cruisers and a carrier, was approaching 700 miles from Midway at 20 knots. Task Forces 16 and 17 were north by northeast of Midway.

On the morning of 4 June, scouting planes from Midway sighted an enemy force of 2 battleships, 2 heavy cruisers, and 4 carriers with

destroyers about 200 miles southwest of the Task Force. Air attack groups were launched and the force steamed on a closing course. About 1300 as the first planes were returning from the attack, word was received that a large group of unidentified planes was approaching at 26 miles. The planes were signaled off and set out to intercept the Japs.

There were about 18 Japs in the group and about half of them were splashed, but the rest of them pressed on through to attack YORKTOWN with two or three hits. HAMMANN opened up on the planes and shot down one as it tried to escape after dropping its bombs. She scored probable hits on other planes firing 120 rounds of 5-inch shells and 900 rounds of 20-millimeter shells.

As the smoke cleared, a friendly torpedo bomber circled the ship and dropped a message stating that one of our torpedo bombers was down 8 miles away. HAMMANN took no immediate action as YORKTOWN began to smoke heavily and slowed to a stop. There were still Jap planes in the area and YORKTOWN needed all the protection she could get.

Five minutes later another friendly plane crashed in the water 2 miles ahead of HAMMANN. Enemy planes had cleared the vicinity by this time and the pilot and radioman were pulled aboard. Sighting the rubber boat of the plane previously reported, HAMMANN went to the rescue again. The pilot was taken aboard slightly injured, but the radioman was dead.

At about 1430, enemy planes were again reported approaching from the west. YORKTOWN appeared to have her damage well under control, and by making 15 knots she was able to launch her planes. Shortly afterward, a group of 12 to 18 torpedo planes made a direct attack on YORK-TOWN from her port quarter. HAMMAN was able to fire a barrage just astern of the YORKTOWN. About 6 or 8 enemy planes were shot down during their approach. She then laid her guns on a plane ahead of YORK-TOWN and picked him off with a five-inch burst. The attack was pressed in to close range, and several torpedoes struck the YORKTOWN. HAMMANN shot down two or three with 20-millimeter shells as the enemy planes retired.

As the acrid smell of gunpowder cleared, YORKTOWN listed heavily and slowed to a stop. Screening vessels formed a circle around the carrier, and 3 destroyers came in close to stand by. At about 1700 YORKTOWN started to abandon ship, and as the 3 destroyers began to fill up with survivors, HAMMANN and HUGHES left the screen to assist in picking up men from the water and from life rafts around YORKTOWN. Twice during rescue operations enemy planes were reported in the vicinity but none approached. HAMMANN continued to pick up the last of the survivors, 87 in all, including Captain Buckmaster, who was transferred to the ASTORIA along with two of his officers.

The following morning, after transferring survivors to PORTLAND, HAMMANN took Captain Buckmaster aboard and along with BALCH and BENHAM set course to return to the stricken YORKTOWN. The carrier was sighted at 0400 in the morning, and after daylight HAMMANN came in close and transferred Captain Buckmaster, 29 officers and 130 men to save YORKTOWN. HAMMANN was later ordered to lie off close on the starboard

bow and provide hoses and water for fighting fire. Unable to maintain position accurately for effectiveness, she finally moored alongside YORKTOWN with her bottom resting against YORKTOWN's bilge keel with splinter mattresses and fenders dropped in between to prevent damage.

HAMMANN provided hoses for foamite systems, fire water, counterflooding and oil suction to shift oil from one tank to another in an effort to correct the list and put out fires. Other services were furnished, including coffee and food for the salvage party. By noon the fires were under control and 3 degrees of list were removed.

All was going well until emergency signals were made by destroyers in the screen and simultaneously, four torpedo tracks were sighted 600 yards on the starboard beam. HAMMANN signalled for full speed on the inboard engine, and the 20-millimeter gun crews fore and aft fired at the tracks in the hope of exploding the torpedoes. General Quarters was sounded and many men had reached their battle stations when, seconds later, the torpedoes struck.

The first torpedo appeared to pass under HAMMANN and exploded against the side of YORKTOWN. A second torpedo struck HAMMANN in the #2 fireroom and apparently broke the ship's back as it sagged noticeably. The forward bulkhead of the forward fireroom carried away and great quantities of oil, water and debris were blown high into the air, coming down on both YORKTOWN and HAMMANN. The ships were blown clear of each other, parting all lines and hoses. HAMMANN's Commanding Officer received a heavy blow in the solar plexus, breaking a rib as he was thrown against a desk in the pilot house. As he was temporarily unable to talk or breathe, the Executive Officer noted that the ship began to settle immediately and gave the order to abandon ship.

By the time the Commanding Officer was able to walk from the pilot house to the starboard wing of the bridge, the main deck forward was awash and the ship was settling rapidly by the head. Life rafts had been launched, and a great many men were on the rafts or in the water. With all men clear of the bridge, the Gunnery Officer, Executive Officer and the Captain climbed down the outside ladder to the forecastle deck. The ship was sinking quickly and with the deck under their feet submerged, all three swam clear.

It is estimated that the ship sank within 3 to 4 minutes from the time of the first explosion. About one minute after the ship submerged there was a heavy explosion underwater, judged to be either a depth charge or one of HAMMANN's torpedoes which was seen to be running in its tube as the ship was going down. The underwater explosion apparently killed a large number of men in the water and injured about 85 more, of whom 26 died aboard BENHAM on the way back to Pearl Harbor. Of a total of 13 officers and 228 men on board, two officers were known to be dead and seven missing with twenty-six men known to be dead and forty-five missing. Of the remainder, all were rescued by the BENHAM and returned to Pearl Harbor except the Commanding Officer and one man picked up by BALCH.

During the action, all officers and men performed their duties with coolness and efficiency. During the phase of action when survivors were being rescued from the YORKTOWN all hands exerted every effort to rescue men in the water and care for them after they were

brought aboard. The Medical Officer, Lieutenant (junior grage) J. H. Peterson and Chief Pharmacist's Mate G. L. Banks worked all night and the following day in caring for them. When HAMMANN was torpedoed the ship sank so quickly that there was little opportunity for direction or supervision by officers in abandoning ship. Life rafts were promptly launched and life jackets distributed from battle stations. There were many instances of quick thinking and commendable conduct.

B. M. Kimbrell, TM/lc was particularly outstanding at a time when many others were performing heroic acts. He remained on the stern of the ship and made a final check of depth charges to see that they were on "safe" and assisted several men over the side who had been temporarily disabled by shock. He provided life jackets to others and finally dove over the side himself without a life jacket as the stern was submerging. He was among those missing and has been recommended for a posthumous award of the Navy Cross.

Commander Arnold E. True, who was the Commanding Officer of USS HAMMANN from the day she was commissioned until she was sunk by enemy torpedoes, was awarded the Navy Cross and the Distinguished Service Medal.

* * * * *

USS HAMMANN (DD 412) earned two Battle Stars on the Asiatic-Pacific Area Service Medal, for participating in the following operations: 1 Star/Coral Sea - - - 4 to 8 May 1942

1 Star/Midway - - - - 3 to 6 June 1942

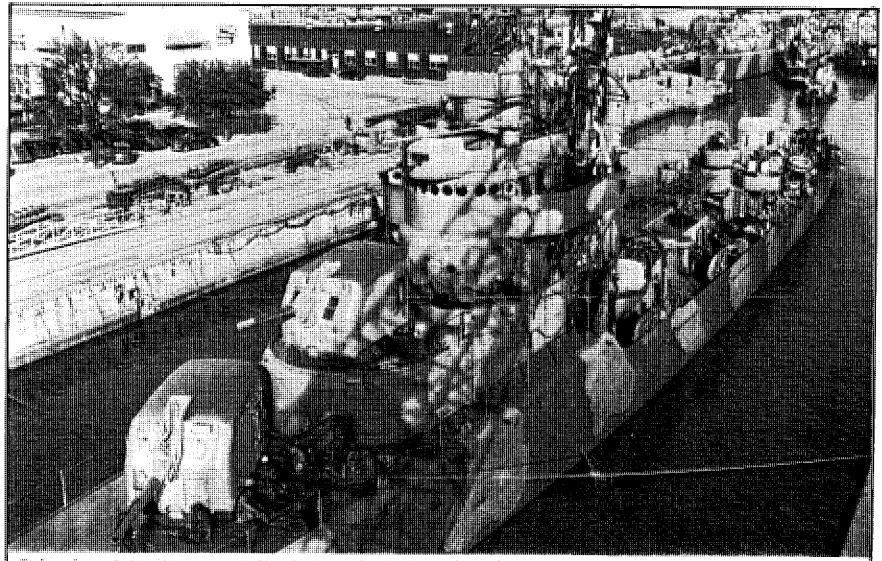
STATISTICS

DISPLACEMENT OVERALL LENGTH COMPLEMENT 1,570 tons SPEED 348 feet, 4 inches BEAM 200 plus

37 knots 36 feet

* * * * *

Stencilled October 46
Retyped July 03: E. A. Wilde, Jr.



This view of the Homeson of Charleston. South Carolina, in January, 1942, shows the shiple new con-Placeation with two quadruple toroglo agents on the deckhouse. Her main bottery of four 5-in, game (Mag.) and 2 on the bow! fired 54-16, projectlies with a maximum range of about nine elles. With a wall-trained crew each gain could fire 13-20 roundainiouts. A new Mk 37 fire-control system was intraduced in Sims-class destroyers which incorporated a large mechanical computer, separate from the director aton the pilot house. In a below-decks platting room. The Hammann's Measure 12 (modified) same of the scheme was intended to break up the ship's outling. (Official U.S. Navy Photograph.) 1,570 tene prepar

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Excerpt from <u>Destroyers</u> in <u>Action</u> by Richard A. Shafter.*

"A Lovely Ship"

Destroyers! Mention the word and the layman's mind will conjure up a picture of a little ship steaming death-defying, head-on into the fire from an enemy battlewagon's heavy guns. In the heavy seaway the little ship is tossing like a cork, with the white water breaking high over her bows. Then suddenly she swerves hard to starboard. There are a couple of splashes on her portside and a moment later appear the bubbling wakes of the tin fish she has sent on their voyage of destruction. And a short while later there is a terrific crash. The enemy's sides and decks are clothed in sheets of smoke and flame from the explosions that tear her inwards apart. And another naval battle is won.

It is an inspiring picture that has adorned many a calendar sent by solicitous ship's chandlers and seed stores to their customers, to be remembered by for the rest of the year. The practice looks different. Whether it's even more romantic than the calendar artist envisioned, or just a drab, humdrum existence, depends very largely on the point of view of the individual man who crews a "tincan." One thing, however, can be said for it: it's most versatile. If Kipling's crack about the liner has of late found an officially sanctioned variation to describe the glamour girl of the Navy, "The Carrier, she's a Lady," then it can safely be varied once again: "The destroyer, she's a workhorse."

Pulling binder, hay rig, threshing machine or the "democrat" for the family on its way to church, it's all one to a farmer's workhorse. A Navy workhorse may be on antisubmarine patrol today: dropping depth charges in their prescribed pattern all over the spot where the cooperating Navy flier believes he has seen the underwater raider; tomorrow, she may be riding herd on a convoy of merchantmen: running breathlessly and tongue-lolling around her flock, shooing stragglers into line, and then tackling, in the manner of good and faithful sheepdogs anywhere, all enemies regardless of size and number, whether aircraft, surface squadron, or wolf pack. Or they might install a pair of steel ovaries on her decks and give her a load of ugly horned eggs to drop in waters the enemy's fleet is certain to traverse. Then again, they might give her a

pair of paravanes to tow and send her out to sweep the channels leading to a new invasion beach clear of the mines which the enemy himself has sown there, and then the next day convert her into a fast transport and send her in with a deckload of Marine Raiders who are to establish the first beachhead foothold. And while weird landing craft are yet on their way with reenforcements, supplies, tanks and artillery, the destroyer that has landed them will stand by to give the Leathernecks who are digging themselves in on the narrow coral strip whatever fire support her 4- or 5-inch guns are capable of.

Then again, on dury with a task force, the destroyer is in the van and on the flanks of the capital ships, scouting, protecting, running interference and when the actual engagement begins, throwing a smoke screen around the carrier or battlewagon to spoil the enemy's gunnery. When disaster comes, when carrier, battleship or cruiser has received the deadly wound that causes the decks to buckle and burst with the explosion of magazines and fuel tanks, it's the destroyer that rushes in close, though the heat may blister what patches of paint are still left on her sea-bitten plates, and takes off the men still left alive after the unsuccessful battle to save their doomed ship. As the hull of the big capital ship slowly drifts down with the tide, a roaring inferno, yet still floating, it is the destroyer's job to come in and send the once proud craft to the bottom with a torpedo, to save her from the last ignominy of having her dead body defiled by the enemy's hands.

Rescue missions generally are hardly more than mere routine assignments among the manifold jobs that are a destroyer's lot. Many a flier, shot down by ackack, or forced down in a gale, later got back in the fight simply because some indefatigable DD would not give up the search. A quart of whiskey for her skipper and ten gallons of ice cream for her wardroom became the traditional price that any carrier gladly paid to a DD for each of its fliers delivered back aboard or safely landed in port.

"Let the DD's do it!" has almost become axiomatic with the Navy whenever there is a particularly unpleasant or difficult job under discussion. Their speed, their maneuverability, their relatively high firepower

for their size, and their comparatively low building price, have made destroyers not merely the most versatile, but ton for ton the most efficient, naval craft ever devised. They are the Navy's true "expendables."

The spirit of the little ships reflects itself in that of their crews. Destroyermen are a bit apart from the rest of our man-of-war men. On their small ships they have to do without many of the comforts the crews of carriers, battleships or even cruisers enjoy. They live in cramped quarters. There is no canteen or ship's service booth where a man might get a coke, an ice cream or western story pulp magazine. Yet the destroyerman, though he beefs about it all and swears it's a dog's life, in his innermost heart glories in the hardships his particular trade imposes upon him. He's inclined to look down on the men from the big ships as "softies." His walk is a "destroyer roll." His hat sits precariously on one eyebrow. He is the bane of the Shore Patrol.

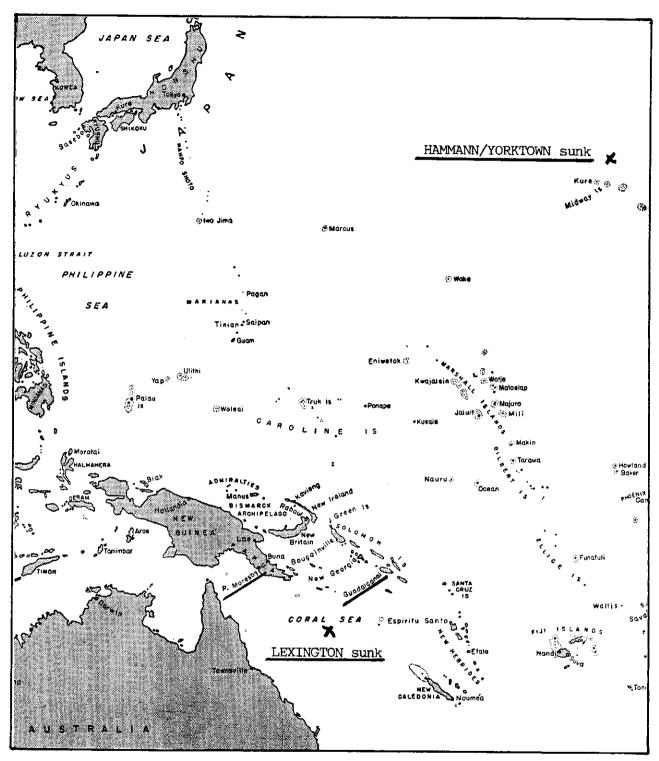
He'll abuse his ship roundly as the most uncomfortable, leakingest, buckingest crate that ever went to sea. But let somebody else pass unfavorable comment on her and he's up in arms. Asked why he wasn't applying for a transfer after he had given a lengthy and extremely critical recital of his ship's famed action, a survivor of the *Borie* put it all in a nutshell. "Me? No, thanks! There's too much red tape on a big ship for me. On a destroyer you know everybody with their good sides and their faults. And everybody knows you. You can't sham on a DD. You gotta be a sailor, mister."

Destroyers get into the blood not merely of the men that serve in them, but of anybody who has been given a chance to get acquainted with them. Even a master of the hard-boiled school of writing like John Steinbeck can wax dithyrambic over a little ship. After spending part of his correspondent's tour of duty aboard a DD he wrote:

"A destroyer is a lovely ship, probably the nicest fighting ship of all. Battleships are a little like steel cities or great factories of destruction. Aircraft carriers are floating flying fields.

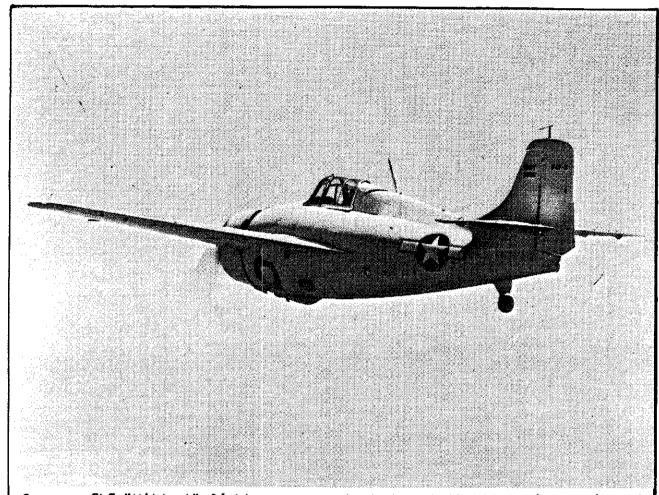
"Even cruisers are big pieces of machinery, but a destroyer is all boat. In the beautiful clean lines of her, in her speed and roughness, in her curious gallantry."

WESTERN PACIFIC OCEAN



In the Battle of the Coral Sea the USS <u>Lexington</u> (CV-2) was sunk on May 8, 1942, about 425 miles southwest of Guadalcanal. Despite this loss the battle was a strategic victory for the Allies because it caused the Japanese to cancel their invasion of Port Moresby, Papua, New Guinea. Following the Battle of Midway, the USS <u>Yorktown</u> (CV-5) and the USS <u>Hammann</u> (DD-412) were torpedoed by a Japanese submarine about 120 miles north northeast of Midway (upper right) on June 6, 1942. The <u>Hammann</u> sank shortly after being hit, and the <u>Yorktown</u> capsized the next day.

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Grumman F4F "Wildcat" fighters were embarked on both USS <u>Lexington</u> (CV-2) and USS <u>Yorktown</u> (CV-5) early in World War II. The F4F-3 shown was a one place fighter with a wingspan of 38 ft. and a maximum speed of 330 knots. It was armed with six .50-cal. machine guns and 200 lbs. of bombs on wing racks. On May 4, 1942, four days before the Battle of the Coral Sea, the <u>Hammann</u>'s motor whaleboat crew made a daring rescue of two Wildcat pilots who had crash-landed on the southern coast of Guadalcanal. Three members of the whaleboat crew were awarded the Navy and Marine Corps Medal. Unfortunately, they were all killed a month later when the <u>Hammann</u> was sunk on June 6th, following the Battle of Midway. (U.S. Navy Photograph.)

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DECLASSIFIEDAL

At sea, May 11, 1942.

From: The Commander Destroyer Division THREE (Acting) and

Commanding Officer, U.S.S. HAMMANN.

To: The Commander in Chief, U.S. Pacific Fleet.

Via: (1) The Commander Destroyer Squadron TWO (C.T.G. 17.4).

(2) The Commander Task Force SEVENTEEN.

Subject: Report of Action, May 4, 1942, near Talagi, Solomon,

Island.

Enclosure: (A) Report of Rescue of Yorktown Aviators from Guadalcanal Island.

l. On May 4, 1942, Destroyer Division Three less Hughes was operating under Commander Task Force Seventeen in the Coral Sea. Commander Destroyer Division Three was Commander Task Unit 17.5.2 consisting of Hammann, Hussell, and Walke, screen for carrier in case of separation from other units of the force or surface attack. As the force was operating as a unit on this date, vessels were operating under tactical command of Commander Destroyer Squadron Two, acting as Commander Task Group 17.4. Russell was detailed to remain as screen for Neosho at rendezvous. On the evening of May 3, CTF-17 had received intelligence of enemy movement to the vicinity of Talagi Island, in the Solomon Group. At 2030, the Task Force set course and axis 000°T, speed 27 knots, to reach a suitable attack point at daylight.

2. The following is a chronological table of events on May 4, 1942:

G.C.T.	L.C.T.	
1928	0658 Yorktown launched attack Groups	3 . .
1955	0725 Disposition changed course to 0)40°T, speed 27.
2007	0737 Formed anti-aircraft disposition	on "V" on Yorktown.
2013	0743 Received report of an enemy carr Island. The report later prove position changed course to 070° 30 knots.	ed to be in error. Dis-
2030	0800 Position 11 - 11 S., 159 - 16 B	E. Weather cloudy, wind SE

2030 0800 Position II - II S., 159 - 16 E. Weather cloudy, wind SE force 3, visibility good, slight sea with no swell.

2230 1000 Attack Groups returned from attack on vessels at Talagi and were landed on CV.

2300 1030 Course of disposition changed to NNW., speed 23 knots.

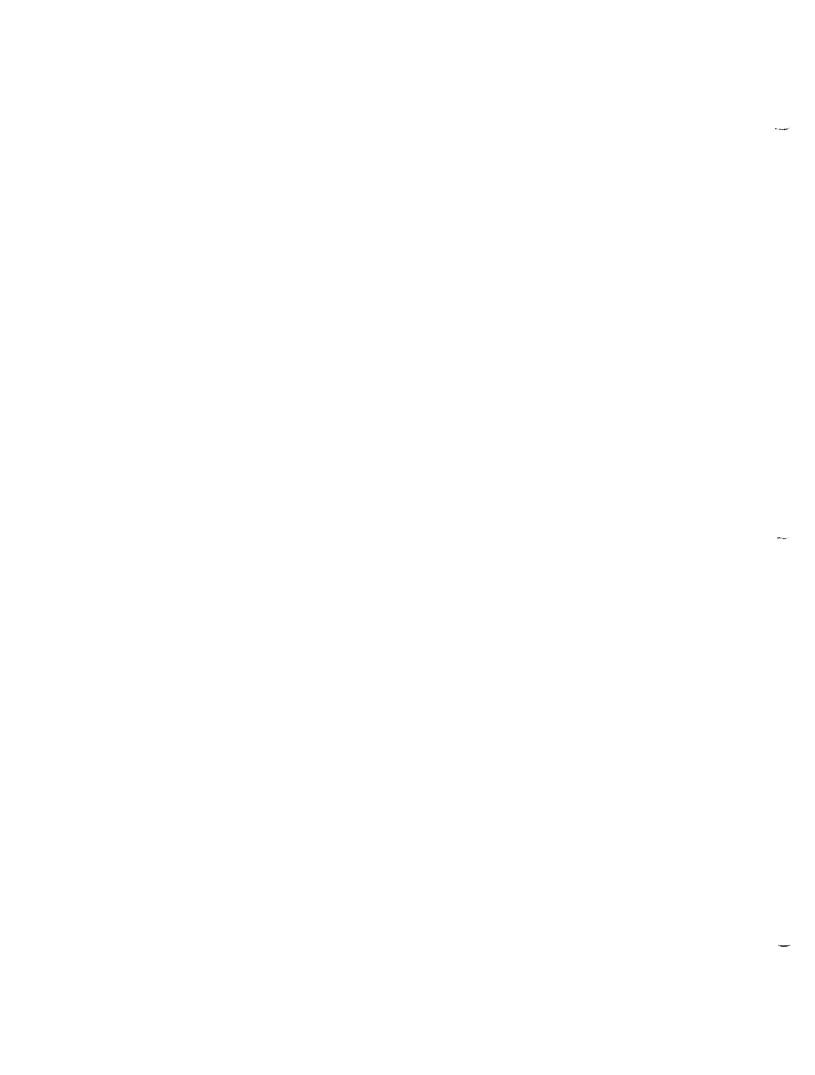
May 11, 1942

Subject:	Report of	Action,	May	4,	1942,	near	Talagi,	Solomon
	Island. (Jontinued	1}					

G.C.T.	L.C.T.	
2330	1100	Yorktown launched air groups for second attack.
0106	1352	Yorktown recovered planes of second attack groups.
0315	1445	CV launched air groups for third attack. Changed course of disposition to South.
0510	1640:	Hammann was ordered to proceed Northward to Guadalcanal Island to attempt rescue of pilots of two fighter planes which had made forced landings, due to lack of fuel, in vicinity of Cape Henslow, 42 miles to Northward. Search was to be abandoned in time to enable Hammann to rejoin task force at sum rise at Point "Corn", 325 miles south of Cape Henslow. For report of this task see enclosure (A).

3. No enemy vessels or planes were sighted by the surface vessels of the Task Force during this action. The Hammann was kept in condition of readiness I while attacks were in progress.

A.E. TRUE



DD412/A9

At sea, May 10, 1942

From: The Commanding Officer.

To: The Commander in Chief, U.S. Pacific Fleet.

Via : (1) The Commander Destroyer Squadron TWO (C.T.G. 17.4)

(2) The Commander Task Force SEVENTEEN.

Subject: Report of the rescue of Yorktown aviators from Guadalcanal,

Island.

Enclosure: (A) Suggested Citation.

- l. The Hammann was released to carry out this mission at a point forty-two miles from Cape Henslow, the reported landing position of the planes, and proceeded at best speed of thirty knots. At 1810, as the ship neared the beach for the first time a white marker which later proved to be a parachute tent was sighted on the beach about two miles east of the cape between two rain squalls. Shortly thereafter the director sighted both planes at the same point. Darkness was falling, hastened by heavy overcast and intermittent rain squalls. The beach was obscured by a squall for about five minutes shortly after first sighting.
- 2. A motor whale boat was put over at 1820 about 6,000 yards from the beach. The crew consisted of Ensign R.P.F. Enright, USNR, in charge and HOLT, Jack Lewis, QM2c, USN, JASON, Albert Stanley, BM2c, USN, KAPP, George Wilson, Jr., Cox, USN, AMATO, Emanuel George, MMlc, USN and PERRY, Kenneth Rolland, Sealc, USN. The boat arrived at the beach just at dusk, was able to approach within about 150 yards of the shore but found the beach steep-to and the breakers too heavy to attempt a landing. The water outside the breakers was too deep to anchor satisfactorily.
- 3. The pilots Lt.(jg) E.S. McCuskey and Ensign J.P. Adams attempted to get off in their rubber boats but were thrown back by the breakers. Kapp then carried a line in through the surf to a point at which the aviators were able to reach him and all were pulled back to the boat. The boat officer then found that the pilets had been unable to destroy the planes although they had destroyed confidential gear and papers. Since the boat officer had been instructed to destroy the planes he attempted to do so with small arms fire. This having no effect, Lt. (jg) McCuskey then attempted to return to the beach with pyrotechnic material for another try. Enroute he became fouled in the line about him and freed himself of it. The free line became fouled in the boat propellers and the boat drifted along the beach, being paddled out of the surf while Jason dived and cleared the line with knife and hacksaw. Lt. McCuskey managed to reach the beach but collapsed from exhaustion and there followed a period of a half hour when the boat crew had no knowledge of his whereabouts or safety. He was finally sighted by the light of a very star from the boat. Kapp then tried to carried a line ashore but had to give up and return. Jason then successfully made the trip, carrying in a line. Further futile attempts were made to fire the planes which were abandoned in view of the need for haste. Jason and McCuskey were safely hauled back to the boat which arrived alongside the ship at

Subject:

Report of the rescue of Yorktown aviators from Guadal-canal, Island (Continued)

4. That the men were found and recovered was due to a succession of most fortunate circumstances and to the skill and judgement with which the boat was handled by Ensign Enright. Jason and Kapp are balieved to deserve special commendation for their part in swimming through heavy surf on an unknown shore in complete darkness and rain. Without their courageous and continued efforts at great risk to themselves the rescue would probably not have been effected. Both men were placed on the sick list the following day with catarrhal fever probably induced by exhaustion and exposure.

A.E. TRUE

May 10, 1942

ENCLOSURE "A"

SUGGESTED CITATION

Ensign R.P.F. Enright, D-V(G), U.S. Naval Reserve

As officer in charge of a boat sent in to rescue two aviators from Guadalcanal Island, on a strange coast, in darkness and squally weather, in the vicinity of enemy forces, you exercised excellent judgement, skill, initiative and perseverence in supervising and effecting a successful rescue under unusually difficult circumstances.

You are hereby commended for the leadership displayed on this occasion.

JASON, Albert Stanley, 243 62 90, BM2c, USN

As coxswain of a boat sent in to rescue two aviators forced down on Guadalcanal Island, on a strange coast, in darkness and squally weather, in the vicinity of enemy forces, you dived over board to clear a fouled propeller, you swam through heavy surf and brought off successfully an exhausted man.

You are hereby commended for your courageous and exemplary conduct on this occasion.

KAPP, George Wilson, Jr., 243 63 19, Cox, USN

As a member of a boat crew sent in to rescue two aviators forced down on Guadalcanal Island, on a strange coast, in darkness and squally weather, you swam through heavy surf to carry a line to bring off the men on shore. You later attempted to swim through the surf a second time in order to bring off an exhausted man.

You are hereby commended for your splendid courage and zeal shown on this occasion

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USS Hammann (DD-412)

NAVY AND MARINE CORPS MEDALS
Awarded Posthumously for the Rescue of Two Yorktown Pilots
from Guadalcanal Island, May 4, 1942*

ROBERT P. F. ENRIGHT Ensign, U.S. Naval Reserve

CITATION:

For heroism and distinguished service in the line of his profession as Officer-in-charge of a boat sent in to rescue two aviators at Guadalcanal Island on May 4, 1942. He exercised exellent judgement, skill and leadership on a strange uncharted coast, in darkness and squally weather, in near proximity to enemy forces in supervising and effecting a successful rescue under unusually difficult circumstances. His courage and perseverance were in keeping with the highest praditions of the naval service.

ALBERT STANLEY JASON
Boatswain's Mate Second Class, U.S. Navy

CITATION:

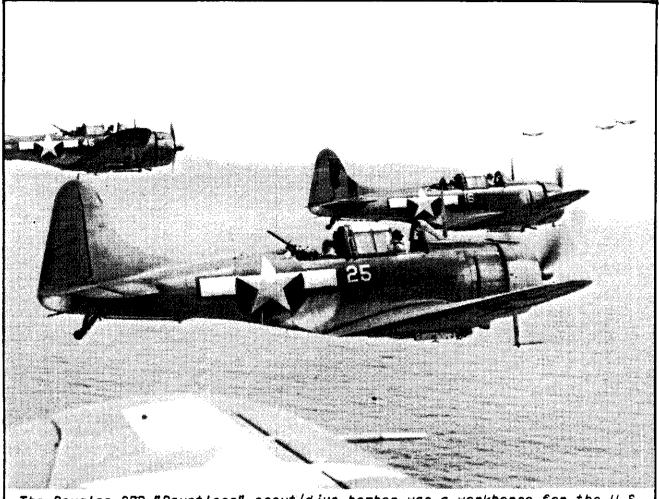
For extraordinary heroism in the line of duty as coxswain of a boat sent to rescue two aviators forced down on Guadalcanal Island on May 4, 1942. On a strange uncharted coast, in complete darkness and squally weather, within action range of enemy forces and in shark infested waters, he dived overboard to clear a fouled propeller and later swam through a heavy surf to carry a line to the beach and bring off an exhausted man. His courage and perseverance were in keeping with the highest traditions of the naval service.

GEORGE WILSON KAPP, JR. Coxswain, U.S. Navy

CITATION:

For extraordinary heroism in the line of duty as a member of a boat crew sent to rescue two aviators forced down on Guadalcanal Island on May 4, 1942. On a strange uncharted coast, in complete darkness and squally waters, he swam through heavy surf carrying a line to bring off the men on shore. He later attempted to swim through the surf a second time in order to bring off an exhausted man. His courage and perseverance were in keeping with the highest traditions of the naval service.

* These men were killed when the <u>Hammann</u> was sunk on June 6, 1942.



The Douglas SBD "Dauntless" scout/dive bomber was a workhorse for the U.S. Navy throughout the war. At the Battle of the Coral Sea a Dauntless pilot flying off the Yorktown, Lt. John J. Powers, USN, was killed by the explosion of his 1,000-lb. bomb as it hit an enemy carrier. He was posthumously awarded the Medal of Honor, and the destroyer escort USS John J. Powers (DE-528) was named after him. The Hammann played an indirect role in this event. The destroyer had rescued Lt. Powers in the Atlantic during flight operations with the Yorktown in 1941, before the United States had entered the war. (See Hammann's deck log for 10/30/41) In 1942 both SBD-2 and -3 models were embarked on the Yorktown. Specifications for the SBD-3:

41 16" Max. bombing range **1,3**45 miles Wingspan 2 fixed .50's Armament: Pilot Wright R-1820-52 Engine Gunner* 2 free .30's 1,000 h.p. Rated power 1,200 lbs. 250 mph Max. bomb load Top speed 152 mph Service ceiling 27,100 feet Cruise speed

* The gunner in the -2 model had one free .30-cal. machine gun.

		
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19_41

(Date

(Month)

ZONE DESCRIPTION #2-12

REMARKS

40-00

Enroute to MOMP with convoy of six cargo ships and task force 14.3, in special formation 14-D. HAMMANN in screen position #9 and assigned plane guard. Conditions III and Baker set. Ship darkened. Steaming with #1 boiler; #3 boiler in use for auxiliary purposes; at standard speed 15 knots,138rpm, and following zigzag diagram #19. Base course 070 T(095psc). 0145 Ceased zigzagging and returned to base course 070 T. Right column of cargo ships continued to zigzag and, in accordance with orders from Comdesron 2, proceeded to direct the EMPIRE WIDGEON back into formation and screen it on the way. 0300 Changed to /3-27 Zone Time. 0320 EMPIRE WIDGEON in position. Changed to base course 070 T(093psc), and speed 15 knots (138rpm).

J. donnon woodruff !-Ensign, D-V(G), USIR.

04-08

Steaming as before on base course 070 T(093psc) at standard speed 15 knots (138rpm). 0515 SIMS left formation to investigate flares reported on bearing 260 T 0520 Boiler #3 cut in on main steam line. 0530 Commenced steaming on various courses at various speeds taking station for plane launching operations. 0600 All hands to General Quarters. 0631 Commenced zigzagging according to plan #19. 0635 Completed plane launching operations resumed sound screen station. 0640 Secured from General Quarters.

LJ. FAIRCHILD, jr., Emsign, U.S. Navy.

08-12

Steaming as before on course 070 T and 095psc at standard speed of 15 knots (138rpm), zigzagging in accordance with standard instructions. 0800 Mustered crew on stations, absentees, PLUMMER, R., EMIC; URECELIUS, D.T., S2c. 0810 Left station proceeding to screen carrier preparatory to flight operations. 0900 On station as plane guard for carrier. 0906 A plane over ran the starboard side of the flight deck and crashed in the water. Pilot and. observer swam clear. Stopped, picked up both men, pilot J.J. PCWERS, Lieut(jg), USN, observer, HILL, E., FM3c, USN, while the plane sank. 0926 Took station 1500 yards 45 on the starboard bow of the carrier as screen while rejoining main body. 1052 Resumed position as station #9 in screen zigzagging as before on base course 070 T, at standard speed of 15 knots (138rpm). 1100 Proceeding again acting as screen for the carrier on various courses at 25 knots (246rpm). Made daily inspection of magazine temperatures and smokeless powder samples, conditions normal. The Commanding "fficer held mast this date and assigned punishments as follows: STENSIAND, W.C., CSK, USN, 4½ hours overleave and failure to get to General Quarters- a warning; LEIFPRANDT, C.F., FC2c, USN, 4½ hours overleave and failure to get to General Quarters- a warning; EROOME, D.F., Sealc, USN, 4½ hours overleave-a warning.

SEELDON D. SMITH, Ensign, D-V(G), USNR.

12-16

Steaming as before guarding YORKTOWN. 1220 ANDERSON and MORRIS attacked submarine sound contact 3000 yards astern of YORKTOWN. 1323 Flight operations started. 1335 Flight operations completed, regained position #9 in formation, base course 070 T, speed 15 knots(138rpm), zigzagging in accordance with plan #40. 1507 Tested machine guns; completed 1522. 1526 ceased zigzagging on base course. 1530 Changed convoy course to 090 T(115psc). 1544 Commenced acting as plane guard for YORKTOWN.

C.C. HARTIGAN, jr., Lieutenant (jg), U.S. Navy.

16-18

Steaming as before on various courses at various speeds acting as plane guard during landing operations. Formation course 090 T(117psc), at 15 knots(138rpm). 1637 Landing operations completed resuming sound screen station. 1655 On station; zigzagging according to plan #19 on base course 090 T(at standard speed 15 knots (138rpm). 1700 Boiler #3 cut off the main steam line, in use for auxiliary purposes.

Approved: A.E. TRUE, Lieutenant Commander, U.S. Navy, Commanding. Examined:

HALFH W. ELDEN, Lieutenant,

Tr. S. A., Havigator.

Medal of Honor Citation

POWERS, JOHN JAMES

Rank: Lieutenant Service: U.S. Navy Birthday: 13 July 1912

Place of Birth: New York, New York

Date of Death: 8 May 1942

Cemetery: A.B.M.C. Manila Cemetery (Wall of the

Missing)—Manila, Philippine Islands Entered Service at: New York

Unit: Bombing Squadron 5, U.S.S. Yorktown

Served as: Pilot

Battle or Place of Action: Coral Sca Date of Action: 4-8 April 1942

Date of Presentation: 7 September 1942

Place of Presentation: Washington, D.C., presented by

Adm. Royal E. Ingersoll to his Mother

Citation: For distinguished and conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty, while pilot of a airplane of Bombing Squadron 5, Lt. Powers participated, with his squadron, in five engagements with Japanese forces in the Coral Sea area and adjacent waters during the period from 4 to 8 May 1942. Three attacks were made on enemy objectives at or near Tulagi on 4 May. In these attacks he scored a direct hit which instantly demolished a large enemy gunboat or destroyer and is credited with two close misses, one of which severely damaged a large aircraft tender, the other damaging a 20,000-ton transport. He fearlessly strafed a gunboat, firing all his ammunition into it amid intense antiaircraft fire. This gunboat was then observed to be leaving a heavy oil slick in its wake and later was seen beached on a nearby island. On 7 May, an attack was launched against an enemy airplane carrier and other units of the enemy's invasion force. He fearlessly led his attack section of three Douglas Dauntless dive bombers, to attack the carrier. On this occasion he dived in the face of heavy antiaircraft fire, to an altitude well below the safety altitude, at the risk of his life and almost certain damage to his own plane, in order that he might positively obtain a hit in a vital part of the ship, which would insure her complete destruction. This bomb hit was noted by many pilots and observers to cause a tremendous explosion engulfing the ship in a mass of flame, smoke, and debris. The ship sank soon after. That evening, in his capacity as squadron gunnery officer, Lt. Powers gave a lecture to the squadron on point-of-aim and diving technique. During this discourse he advocated low release point in order to insure greater accuracy; yet he stressed the danger not only from enemy fire and the resultant low pull-out, but from own bomb blast and bomb fragments. Thus his low dive bombing

attacks were deliberate and premeditated, since he well knew and realized the dangers of such tactics, but went far beyond the call of duty in order to further the cause which he knew to be right. The next morning, 8 May, as the pilots of the attack group left the ready room to man planes, his indomitable spirit and leadership were well-expressed in his own words, "Remember the folks back home are counting on us. I am going to get a hit if I have to lay it on their flight deck." He led his section of dive bombers down to the target from an altitude of 18,000 feet, through a wall of bursting antiaircraft shells and into the face of enemy fighter planes. Again, completely disregarding the safety altitude and without fear or concern for his safety, Lt. Powers courageously pressed home his attack, almost to the very deck of an enemy carrier and did not release his bomb until he was sure of a direct hit. He was last seen attempting recovery from his dive at the extremely low altitude of 200 feet, and amid a terrific barrage of shell and bomb fragments, smoke, flame, and debris from the stricken vessel.

DECHASSIFIEDIAL

At sea, May 12, 1942

The Commander Destroyer Division THREE (Acting) From:

The Commanding Officer, U.S.S. HAMMANN.

To The Commander in Chief, U.S. Pacific Fleet.

Via: (1) The Commander Task Unit 17.5.4.

(2) The Commander Task Group 17.5.

(3) The Commander Task Force 17.

Subject: Report of Action, May 8, 1942.

(A) Report of Executive Officer, U.S.S. HAMMANN. (B) Suggested Citations. Enclosure:

On May 8, 1942, Destroyer Division Three was operating under Commander Task Force Seventeen. U.S.S. HUGHES was enroute Pearl Harbor to Noumea, New Caledonia escorting U.S.S. PLATTE (A0) with fuel for the Task Force. U.S.S. SIMS had been operating with U.S.S. NEOSHO (A0) as anti-submarine screen in the vicinity of Lat 16 - 38 S., 158 - 28 E., prior to the morning of May 7. During the forencon of May 7, radio transmissions intercepted indicated that Sims and Neosho had been heavily transmissions intercepted indicated that Sims and Neosho had been heavily bombed by enemy planes and that Sims had been sunk. Hammann and Anderson were operating in task unit 17.5.4 under the direct tactical command of Commander Destroyer Squadron Two. Other ships of the unit were MORRIS (Flagship) and RUSSELL. The task force was in anti-aircraft formation. "V", CA's, on 3,000 yard circle and DD's on 4,000 yard circle. Axis 305°T. Course 125°T. Hammann was bearing 195°T from disposition center and 2,500 yards bearing 185° from Yorktown. This position relative to Yorktown was maintained throughout the action. Russell, Anderson, and Morris were adjacent. In that order, counter clockwise in the acreen. Westber were adjacent, in that order, counter clockwise in the screen. Weather was clear to partly cloudy with high ceiling, good to excellent visibility, wind East force A, slight sea, good flying conditions.

2. Events of the action follow in chronological order:

G.C.T. L.C.T.

- 0001 1101 OTC announced that Radar contacts indicated a large group of torpedo planes accompanied by fighters and high bombers approaching from 030°T, distance about 30 miles.
- 0.014 Own fighter planes sighted enemy planes coming in and went 1114 after them.
- 0015 1115 Speed signal 25 knots. Hammann increased speed to 27 knots to allow a margin for maneuvering and station keeping.
- 0016 Ill6 Sighted enemy torpedo planes coming in for attack from Northeast. Lexington and other vessels in the Northeast part of the screen opened fire.

Subject: Report of Action, May 8, 1942. (Continued)

BEELE ASS

(about)

May 12, 1942

G.C.T.	L.C.I	
0017	1117	Two torpedo planes came in on Yorktown from Northeast. Hammann opened fire, completing about four salvos before torpedo was dropped. No hits observed. One torpedo was seen to pass close shead of Yorktown. One plane came down in flames shead of Yorktown.
0018	1118	Opened fire on torpedo plane passing ahead of Hammann with guns #1 & 2, firing 3 or 4 salvos before range was fouled by adjacent cruiser, target 6,000 to 8,000 yards distant. No hits observed. Forward part 20 m.m. gun fired on a second target which passed closer, about 1,000 yards, and appeared to score several hits. The plane crashed before dropping its torpedo. A torpedo hit was observed on Lexington.
0020	1120	Shifted fire to a torpedo plane passing to West of Yorktown; no hits observed. All gums were then brought to bear successively on 3 or 4 planes passing near and to west of Yorktown at ranges of about 3,000 to 4,000 yards. One of these was seen to emit smoke and crashed shortly afterward. A probable hit by Hammann, though it might have been made by another ship. These planes had already dropped torpedoes so fire was checked to look for a loaded target.
0022	1122	Fired several salvos at two planes bearing Southward, but range was too great and target maneuvering. Sighted dive bombers to East of Yorktown attacking out of sun; shifted fire to them. Fired until pointer got quite far behind in dive. Some bursts were close but no visible sign of hits. One bomb was seen to make a hit or near miss on Yorktown. One bomb landed about 200 yards on starboard bow of Hammann.
0025	1125	A short lull in the action in South sector with no targets within range excepting a fighter engaging one of our fighters to Southward. Yorktown continued maneuvering at 25 knots with full rudder turns. Practically all enemy planes of this first wave had approached from the Northeast or North side of the formation and consequently had not offered close or steady targets for south screen. Most of the 20 m.m. targets had been out of range. Lexington had seemed to stop or slow speed after the torpedo hit and had drawn off to Northward splitting the formatkon into two semicircular halves. Increased speed to 30 knots to maintain position on Yorktown.

1130 A second wave consisting of fewer planes came in. Fire was opened on a group of dive bombers approaching from East; no hits observed.

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May 12, 1942

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Subject	:	deport of Action, May 8, 1942 (Continued)
G.C.T.	L-C-I	
0032	1132	Fire shifted to a torpedo plane to SW., distant 3,000 to 4,000 yards; no hits. Shifted to another torpedo plane to SE passing close aboard Russell. Russell shot this plane down apparently with 20 m.m. before Hammann opened.
0042	1142	Yorktown reported radar contact with a large group of planes approaching, which later proved to be bur own. Attack group returning.
0050	1150	Speed 25 knots. Yorktown recovered one damaged fighter.
0106	1206	Disposition course 028 T., speed 15.
0125	1225	Yorktown recovered planes of attack group.
0233	1333	Increased speed to 19kmots.
0300	1400	Speed 25 knots. Course of disposition changed to 200 T.
0305	1405	Several vessels on south side of formation opened fire on unidentified aircraft which later were identified as own aircraft.
0330	1430	Dewey was ordered to drop astern and search for one of own planes which was down.
0354	1454	Lexington reported to CTF 17 that fires on board were not under control.
0359	1459	Flag hoist made by Lexington that assistance was required.
0408	1508	Flag hoist indicating that CTF 17 was assuming tactical command. Ordered three destroyers to stand by Lexington. Nearest destroyers, Phelps, Morris, and Anderson were detailed to stand by.
0425	1525	Yorktown launched air patrol and search group. Lexington reported a serious explosion on board.
0436	1536	Hammann was ordered by CTU 17.5.4 to relieve Phelps standing by Lexington.
0440	1540	Took station astern of Lexington which was out of control making about 20 kmots.
0500	0600	Took station ahead of Lexington which had now slowed and was circling with full rudder.
0522	1622	Lexington stopped and drifting. Hammann circling close aboard.

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May 12, 1942

Subject: Report of Action, May 8, 1942 (Continued)

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GCC.T.	L-C-T	<u>•</u>
0535	1635	Morris went alongside Lexington to remove excess personnel. Relayed message to CTF 17 that fire was completely out of control, all power lost and below decks stations abandoned.
0610	1710	Lexington Personnel began abandoning ship. Men were concentrated on the forward and after ends of flight deck and on starboard side of superstructure. Hammann took station close aboard on port quarter and began taking men from water by means of lines and cargo nets over the side. Lowered whaleboat and gig to pick up men and tow life floats to Minneapolis which was close aboard on starboard quarter. Morris was still alongside starboard side and Anderson at port bow.
0620	1720	Morris left starboard side with load of men. Hammann was informed by Minneapolis that there was still a large number of men to starboard. Lexington was lying in the trough of sea and drifting to leeward at a rate of one to two knots so that men there were unable to swim clear of ship or to paddle their life floats clear. Small boats had attempted to tow life floats clear but they were so heavily loaded with men that boats could not tow them clear of the ship.
0625	1725	Hammann maneuvered to go alongside starboard side of Lexington. Movement was delayed by large numbers of men alongside in water hanging on to lines.
0635	1735	Made starboard side of Lexington abreast superstructure. Experienced considerable difficulty maneuvering to prevent crushing men between the two ships as Lexington drifted much faster than Hammann in this position. Side of the ship was very hot with considerable smoke and flame escaping. Picked up approximately 100 men from water and life floats and one seriously burned man who had been hung over the side in a sea bag.
0648	1748	Backed clear of starboard side.
0650	1750	A heavy explosion occurred in starboard side near superstructure throwing flaming debris to a distance of three or four hundred yards. Some fell on Hammann forecastle but there were no casualties.

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May 12, 1942

Subject: Report of Action, May 8, 1948 (Continued)				
Ö655	1755	Resumed previous station close aboard on port quarter picking up men from water and life floats. Passed lines to flight deck of Lexington for the purpose of hauling out life floats which were still under the counter. They were passed down by two officers who were still on deck but could not be reached by men on floats. However, a number of swimming men were pulled in by them.		
0712	1812	A second heavy explosion, apparently from amidship, threw large quantities of flaming debris in all directions. By this time the entire ship was burning fiercely and planes were being blown off the flight deck. Mirected Hammann gig to make a final check for survivors along starboard side of ship.		
0720	1820	Backed off 100 yards to clear debris from explosion. Engine room reported both main circulating pumps out of commission and vacuum falling rapidly. Later investigation showed starboard circulator frozen - probably by lines or debris in the water end.		
0735	1835	Received orders to transfer load to New Orleans. Went ahead to go alongside but decided not to attempt the landing due to complete loss of backing power.		
0745	1845	Circled back to pick up boats which had continued delivering survivors to cruisers. Boats returned but had great difficulty in picking them up as starboard engines could not be stopped for more than two or three minutes at a time without loss of vacuum.		
0820	1920	Last boat hoisted in. Phelps fired a torpedo into hulk.		
O854	1954	Lexington disappeared from view. Latitude 15 - 16 S., 155 - 31 E. Hammann Proceeding at full speed to rejoin Task Force.		

During the air attack phase of this action, one enemy torpedo plane was definitely shot down by 20 m.m. gun fire, prior to launching torpedo. One probable hit was made by the 5" battery and the target plane crashed. It was estimated that thirty to forty per cent of 5" projectiles fired failed to explode. Plotting room record showed enemy planes tracked for total of 11 minutes and 38 seconds. About ten targets were fired on by 5". Ammunition expended 220 rounds of 5"/38 and 1200 rounds 20 m.m. A subsequent muster of Lexington personnel recovered during the rescue phase showed 24 officers and 454 men on board Hammann. In addition it is estimated that the two Hammann boats rescued approximately 100 officers and men including the Captain and Executive Officer and landed them on board other vessels.

May 12, 1942

Subject: Report of Action, May 8, 1942 (Continued)

During the entire action, every officer and man on board performed his assigned duties with alertness, zeal, and efficiency. During the rescue phase every man in the ship exerted himself to the utmost. The energy and initiative of the crew in rescueing exhausted survivors of the Lexington, undoubtedly saved many lives. Orders and directions were practically unnecessary. The two boat crews particularly distinguished themselves by initiative and courage displayed when they made repeated trips to the Lexington under a hail of flaming debris caused by exploding bombs, ammunition, and gasoline, in the burning ship. The gig made an especially dangerous trip to the lee side of the Lexington after the Hammann had backed out and brought out two injured men who had previously been overlooked. The crews of the boats were as follows:

GIG: - Ensign T.E. Krepski, D-V(G), USNR, - Boat Officer JASON, Albert S., BM2c, USN - - - Coxswain SANDERSON, E.R., Sealc, USN - - - Bow Hook SMITH, T.H., Flc, USN, - - - - Engineer

TIAHW

BOAT: Ensign Ralph L. Holton, USN - - - Boat Officer GILLETT, Almon F., BM2c, USN - - - Coxswain RICHARDSON, Preston S., Slc, USN - Bow Hook SIKES, W.L., Jr., Flc, USN - - - Engineer

5. It is recommended that their performance be recognized by such awards as are considered suitable by higher authority. In addition it is recommended that JASON, Albert S., BM2c, USN, be promoted to BM1c.

A.E. TRUE

At sea, May 11, 1942

From: Lieutenant Ralph W. Elden, U.S. Navy. To : The Commanding Officer, U.S.S. HAMMANN.

Subject: Report of action May 8, 1942.

- l. My station during this action was in Secondary Control Station on the after deck house. Since I had no duties unless damage was received or in case it was necessary to take control aft, I assisted in manning number four 20 m.m. machine gun.
- 2. After going to General Quarter at 0943 I was kept informed by the bridge of radar contacts made and reports from our planes. At 1110 I received a report that a large group of enemy planes were coming in from the Northward. At the beginning of the action the Hammann was on the starboard side of the formation about on Yorktown beam with that vessel bearing about 000°T. LEXINGTON was on the other side away from us. After the attack began I was not able to observe maneuvers of the formation.
- I observed being torpedo planes coming in from the other side of the formation. The sky immediately became a confusion of bursts and tracers. The first enemy plane which I observed to come through the formation burst into flames and crashed about 1500 yards abeam to port. A short time later I saw another plane similarly fall astern. I did not observe any other planes go down. After firing four or five magazines at as many targets the gun failed. I elected to change barrels, later proved to have been correct action, since an un-fired cartridge was very tightly stuck in the chamber. Entering the new barrel took some time due to the anti-double-leading device being stuck down. Fortunately, however, this appeared to occur during a partial lull in the attack. After testing the gun and finding it satisfactory, dive bombers were observed coming out of the sum (on the port quarter) and diving across our stern at Yorktown. These were taken under fire by the after machine guns. After the dive bomber attack enemy planes disappeared, the whole action having lasted about 10 minutes.
- 4. I do not know whether our fire resulted in the destruction of any planes. I would say that in general targets were outside of best 20 m.m. range. At the end of the action I observed one of our own fighters under fire from one of our machine guns. This fire was broken off after a burst and I do not believe that it took effect. I consider that some firing on our planes is unavoidable in such an action if our planes come low over the formation. A gunner under such stress cannot always be expected to identify a plane beyond the shadow of a doubt.
- 5. Men coming under my observation during the action performed their duties most commendably.

U.S.S. HAMMANN (412)

May 11, 1942

Subject: Report of action May 8, 1942, Lieutenant Ralph W. Elden, USN, Executive Officer, U.S.S. HAMMANN (Continued)

I particularly noted that STEWART, Carol, GM3c, USN, was collected during the difficulty of barrel shifting and able to correctly apply his knowledge of the gun. On one occasion I noted and corrected a tendency of the gun crew to "Watch the show" instead of the servicing of the gun.

At about 1500 Lexington signaled that she had had a serious explosion and required assistance. At 1536 Hammann, having been detailed to assist, steamed close aboard Lexington. The carrier gradually lost speed and then steering control. Cargo nets and fenders were put over our sides and all available lines made ready for rescue use. Experienced boat crews were detailed with Ensign Holton in charge of the whale boat, Ensign Krepski in charge of the gig.

At 1710 Lexington was dead in the water and began to abandon ship, her crew sliding down lines from the flight deck. She drifted broadside to starboard and many men were soon strung out upwind of her. At 1715 both of our boats were lowered as we approached Lexington's port quarter. The boat officers were instructed to concentrate on rescuing men who did not appear to be in position to be picked up directly by the ship. A great many survivors were picked up by the ship in this position, coming aboard on both sides by means of nets, ladders and bowlines. Our crew displayed great energy and initiative in rapidly taking survivors on board.

At about 1725 the ship backed off and went alongside Lexington's starboard side. Here there were many men on rafts who, as Lexington was set down on us were in danger of being crushed between the two ships. Our large fender, over to port probably saved some of them, but by frenzied effort all, to the best of my knowledge, were taken safely on board.

As survivors came on board they were: immediately sent below, underessed and put into bunks. Doctor John H. Peterson, MC-V(G), USNR, continuously patrolled the deck, inspecting men with injuries and directing their disposition. Badly wounded men were taken to the mess hall which became a temporary sick bay. Lieutenant E.E. Keeton (MC), USN, was among the survivors, and immediately upon arriving on board he proceeded to assist with the injured, refusing even dry clothing.

At 1748 the ship was backed clear, and none too soon, for a heavy explosion vented to starboard just as we cleared. Again we lay off the port quarter and continued the rescue. At this time there were perhaps a hundred men on rafts under Lexington's port quarter. In spite of repeated instructions they continued to hold themselves there by means of lines to the flight deck instead of trying to push out towards help. A line was then shot to the flight deck which was hauled in by the Lexington's Captain and Executive Officer. These officers dropped the line to men in the water below but the latter did not get it to the rafts. Some men were hauled in by means of the line, however.

U.S.S. HAMMANN (412)

May 11, 1942

Subject: Report of action May 8, 1942, Lieutenant Ralph W. Elden, USN. Executive Officer, U.S.S. HAMMANN (Continued)

At about 1812 there was a heavy explosion amidships on the carrier, ripping up a section of the flight deck. Large flames appeared for the first time on the top side. Hammann backed off a couple of hundred yards, which was well, for shortly thereafter a tremendous explosion occurred on the carrier. A great blessom of flame arose and with it several airplanes and quantities of debris. From then on the ship burned fiercely with a great pyrotechnic display as ammunition in ready stowages was exploded.

Our crew deserves great credit for the zeal with which they assisted survivors on board, making possible the rescue of 478 men. At the same time our boats picked up a great many men and carried them directly to nearby cruisers. Our crew also gave freely of their clothing and the use of their bunks for the welfare and comfort of the survivors.

Lexington was soon burning from end to end and was a great torch against the sky until she went down at a distance of about ten miles from us.

Ralph W. Elden

Enclosure "B"

At sea, May 12, 1942

SUGGESTED CITATIONS

Ensign Theodore E. Krepski, D-V(G), USNR

As officer in charge of a boat detailed to rescue survivors from a burning ship, you made repeated trips to the ships side under a hail of flaming debris caused by exploding bombs, ammunition, and gasoline, without consideration for your own safety, thereby saving many lives.

You are hereby commended for the splendid courage and perserverence shown on this occasion.

JASON, Albert S., 243 62 90, BM2c, USN

As mexswain of a boat detailed to rescue survivors from a burning ship, you made repeated trips to the ship's side under a hail of flaming debris caused by exploding bombs, ammunition, and gasoline. When the boat propeller became fouled by floating lines, you dived over the side, cleared it expeditiously and continued the rescue work, thus saving many lives.

You are hereby commended for the courage, skill and efficiency displayed on this occasion.

SANDERSON, Earl R., 356 24 52, Slc, USN, and (Bow hook) SMITH, Thomas H., 272 41 64, Flc, USN (Engineer)

As members of the crew of a boat detailed to rescue survivors from a burning ship, you made repeated trips to the ship's side under a hail of flaming debris caused by exploding bombs, ammunition, and gasoline. You performed your duties with coolness, courage, and efficiency under very trying circumstances.

You are hereby commended for your courageous and exemplary conduct on this occasion.

Ensign Ralph L. Holton, U.S. Navy

As officer in charge of a boat detailed to rescue survivors from a burning ship, you took your boat into waters made dangerous by frequent explosions of bombs and shells. You also exercised excellent judgement and initiative in picking up personnel who had drifted clear of the area worked by other boats and might otherwise have been lost in the increasing darkness.

You are hereby commended for your courageous and energetic performance of duty on this occasion.

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U.S.S. HAMMANN (412)

At sea, May 12, 1942

Enclosure "B"

SUGGESTED CITATIONS

GILLETTE, Almon F., 393 22 93, BM2c, USN (Coxswain) RICHARDSON, Preston S., 258 27 75, Slc, USN (Bow hook) SIKES, William L., Jr., 268 54 82, Flc, USN (Engineer)

As members of the crew of a boat detailed to rescue survivors from a burning ship, you individually and collectively performed your duties with coolness, energy, and perserverence, in waters made dangerous by frequent explosions of bombs and shells. Your strenuous efforts resulted in the saving of many lives.

You are hereby commended for your courageous and exemplary conduct on this occasion.

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USS Hammann (DD-412)

Medals Awarded for the Rescue of Lexinaton Survivors, 5/8/42*

RALPH LEE HOLTON 1 Ensign, U.S. Navy

NAVY CROSS

GITATION: "For extraordinary heroism and distinguished service in the line of his profession in the Coral Sea on May 8, 1942. As Officer-in-Charge of a boat detailed to rescue work during the burning of the U.S.S. LEXINGTON, he made repeated trips to the ship's side under a hail of flaming debris caused by exploding bombs, ammunition and gasoline with complete disregard for his own safety, thereby effecting the rescue and the saving of many lives. His courage and judgement, and perseverance were in keeping with the highest traditions of the naval service."

ALBERT STANLEY JASON¹
Boatswain's Mate Second Class, U.S. Navy

NAVY CROSS

CITATION: "For extraordinary heroism and distinguished service in the line of his profession in the Coral Sea on May 8, 1942. As Coxswain of a boat detailed to rescue survivors from the burning USS LEXINGTON, he made repeated trips to the ship's side under a hail of flaming debris caused by exploding bombs, ammunition and gasoline with complete disregard for his own safety. When the boat propeller became fouled by floating lines, he dived over the side, cleared it expeditiously and continued the rescue work, thus saving many lives. His courage, quick thinking and determination were in keeping with the highest traditions of the naval service."

THEODORE E. KREPSKI Lieutenant Junior Grade, U.S. Naval Reserve

NAVY CROSS

CITATION: "For extraordinary heroism and distinguished service in the line of his profession in the Coral Sea on May 8, 1942. As Officer—in—Charge of a boat detailed to rescue work during the burning of the U.S.S. LEXINGTON he made repeated trips to the ship's side under a hail of flaming debris caused by exploding bombs, ammunition and gasoline with complete disregard for his own safety, thereby effecting the rescue and the saving of many lives. His courage, judgement and perseverance were in keeping with the highest traditions of the naval service."

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NAVY CROSS

Awarded to COMMANDER ARNOLD ELLSWORTH TRUE, UNITED STATES NAVY.
CITATION:

"For extraordinary heroism in the line of his profession as Commanding Officer of the U.S.S. HAMMANN during the rescue of survivors from the U.S.S. LEXINGTON in the battle of Coral Sea. While still in danger of another attack by enemy planes and while the LEXINGTON was being shaken by violent explosions and was being gutted by raging fires, Commander True in total disregard for his own safety placed his ship alongside the LEXINGTON and took off a large number of survivors. His courage and devotion to duty were in keeping with the highest traditions of the Naval service."

* * * * * * * * * *

<u>Source</u>: A copy of a news release dated December 29, 1942, at the Naval Historical Center, Ships' Histories Branch, Washington Navy Yard.

E. A. Wilde, Jr. July, 2003

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Four SILVER STAR MEDALS with identical citations:

PRESTON STEPHAN RICHARDSON Seaman First Class, U.S. Navy

> EARL REX SANDERSON Coxswain, U.S. Navy

WILLIAM LEE SIKES, JR. 1
Fireman First Class, U.S. Navy

THOMAS HAROLD SMITH
Machinist's Mate Second Class, U.S. Navy

CITATION: "For gallantry and distinguished service in the line of duty in the Coral Sea on May 8, 1942. As a member of a boat crew detailed to rescue survivors from the burning U.S.S. LEXINGTON, he made repeated trips to the side of the burning ship under a hail of flaming debris caused by exploding bombs, ammunition and gasoline. He performed strenuous rescue work in pulling men from the water with coolness, energy and perseverance under difficult and dangerous conditions, thus contributing to the saving of many lives. His conduct throughout was in keeping with the highest traditions of the naval service."

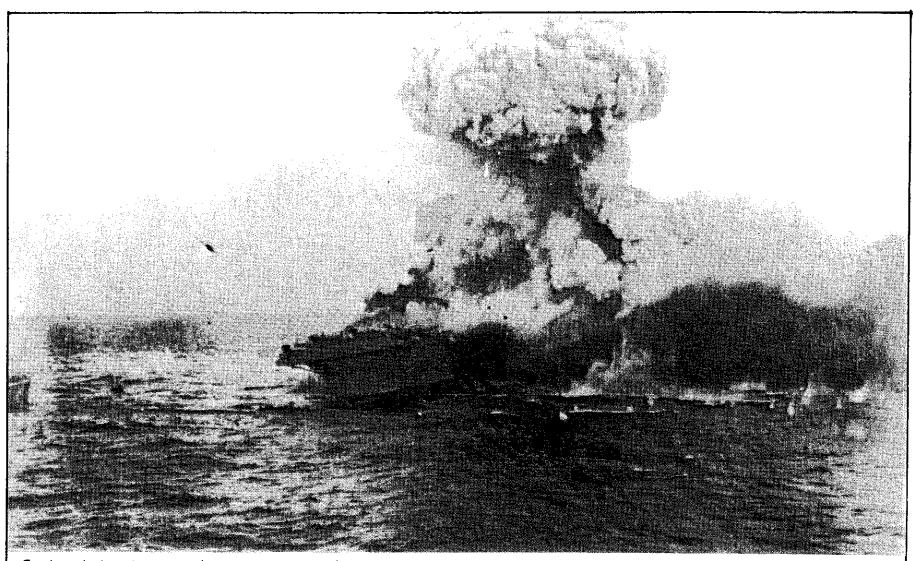
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Note: GILLETTE, Almon Fleming, Boatswain's Mate Second Class, USN, was also probably awarded a SILVER STAR MEDAL, but the archivest at the Naval Historical Center could not find a citation card for him. See the last page (pg. 6) of Cdr. True's action report dated May 12, 1942.

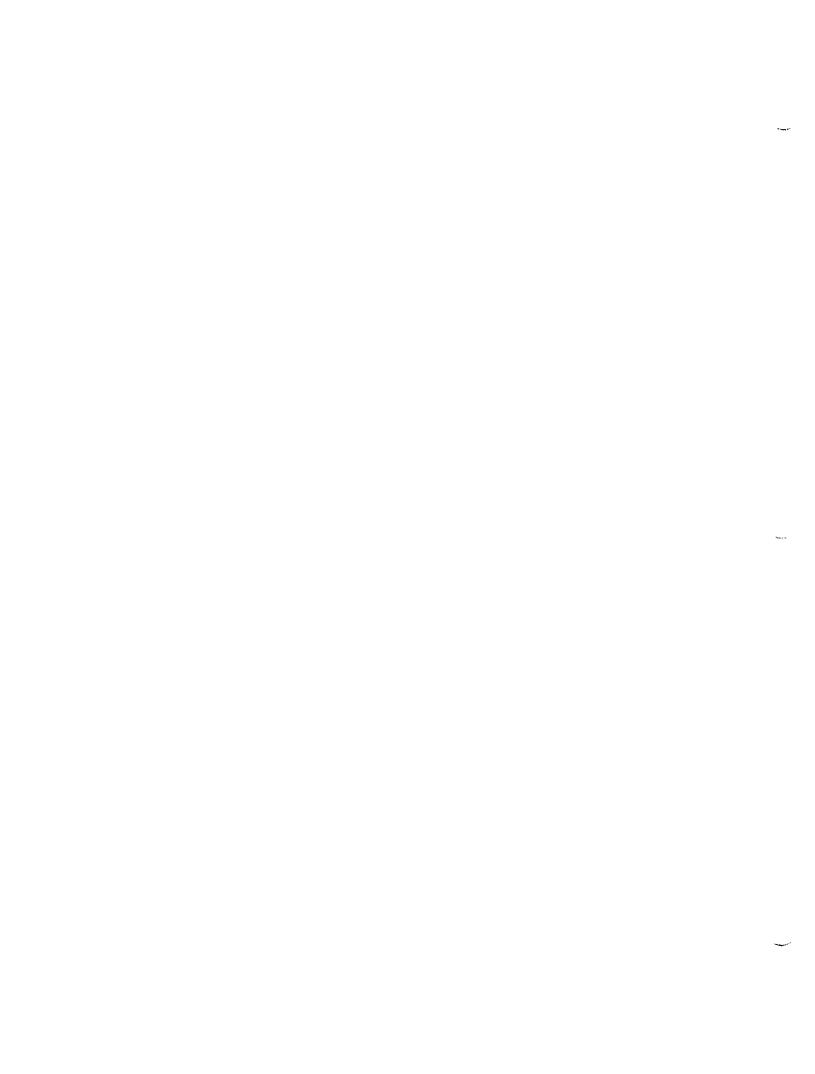
- * The following draft citations are from an index card file at Operational Archives, Naval Historical Center, Washington Navy Yard. The formal citations may have been reworded.
- 1 Killed when <u>Hammann</u> was sunk a month later (6/6/42), so the award was posthumous.

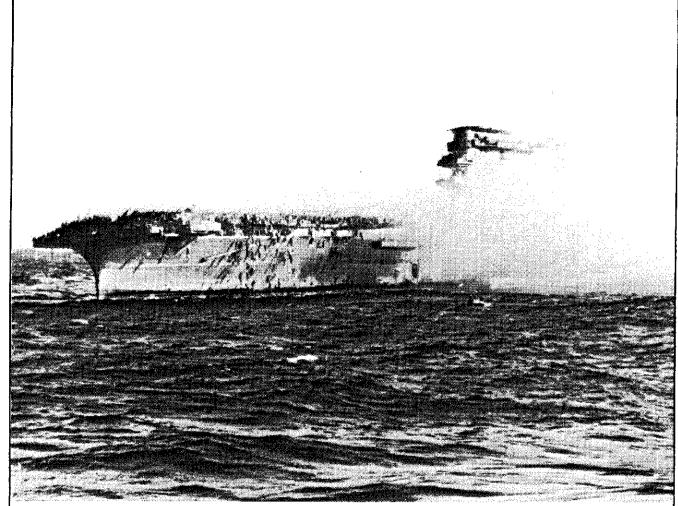
E. A. Wilde, Jr. September. 2004

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Fortunately, <u>Hammann</u> (bow at far left) had just backed clear of the USS <u>Lexington</u> (CV-2) on May 8, 1942, after the Battle of the Coral Sea, when this huge explosion threw flaming debris in all directions. The destroyer rescued 478 men from the carrier, and her two whaleboats rescued about 100 more, including the Captain and Executive Officer, and transferred them to other ships. The <u>Lexington's abandonment was deliberate and orderly</u>. Nobody who went overboard was drowned. Despite the torpedo and bomb hits and the massive explosions which followed, only 216 men went down with the ship. The destroyers <u>Hammann</u>, <u>Morris and Anderson</u> rescued 2,735 survivors.





A starboard quarter view of USS <u>Lexington</u> (CV-2) on May 8, 1942, showing her crew abandoning ship by sliding down ropes and being picked up by whaleboats from other ships in Task Force 17. The destroyer <u>Morris</u> at right, partially obscured by smoke, is taking off the wounded. After the <u>Lexington</u> was abandoned she remained afloat until the destroyer <u>Phelps</u> was ordered to sink her with torpedoes. The "Lady Lex" was the first U.S. carrier lost due to enemy action in World War II, and the other carrier in TF 17, the <u>Yorktown</u> (CV-5), became the second when she was sunk a month later. (U.S. Naval Institute)



ACTION REPORT

U.S.S. HAMMANN

REPRODUCED AT THE TOTAL

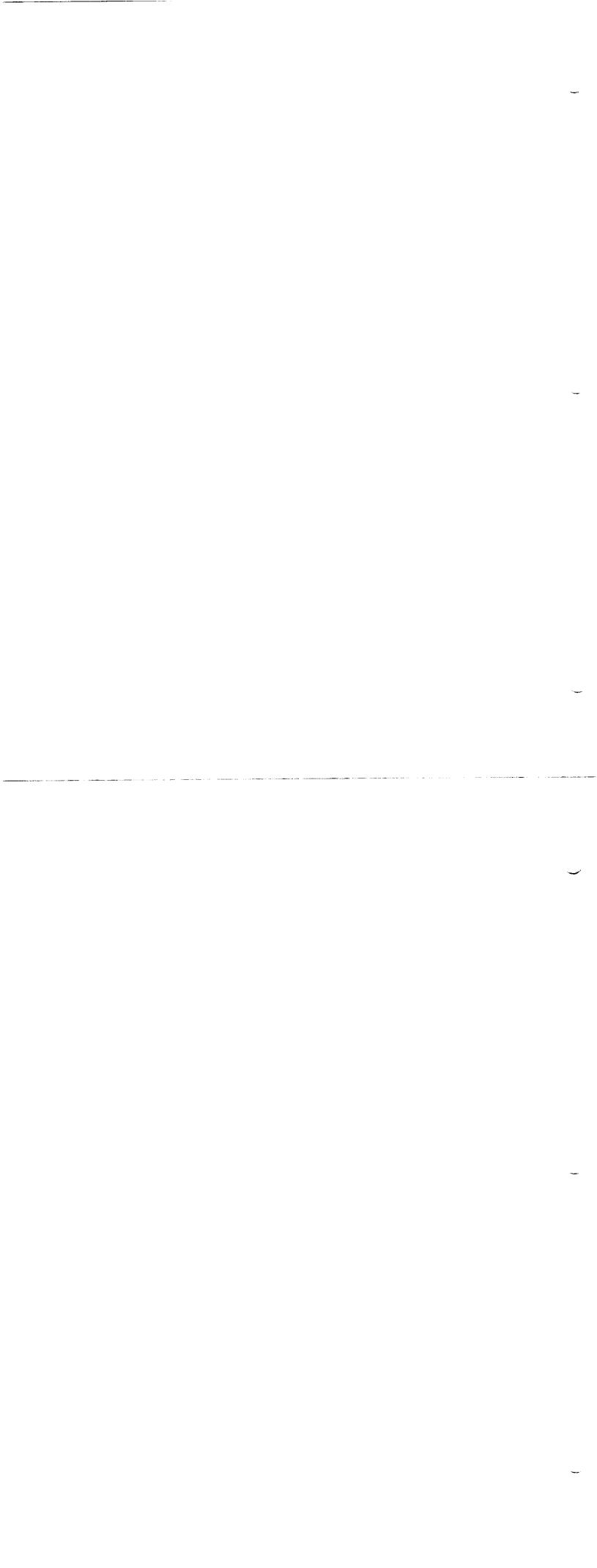
DD412

ANTI- AIRCRAFT ACTION BY SURPACE SHIPS

MAY 8,1942 - BATTLE OF THE CORAL SEA.

NO SERIAL MAY 14,1942.

OFFICE OF NAVAL RECORDS AND LIBRARY



At sea, May 14, 1942



JUN = 7/942 AM

From:

To

The Commanding Officer.
The Commander in Chief, U.S. Fleet.

Subject:

Anti-aircraft action by surface ships.

Enclosure:

(A) Report of anti-aircraft fired May 8, 1942.

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Enclosure (A) is forwarded herewith.

cc:

Cincpac

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Authority MD 968133 BYA NARA Date 6/2/37

ANDI-ATECRAFT ACTION BY SURFACE SETPS

LOCATION OF SHIP - Gorel See Lat. 14 - 45 S U.S.S. HAMMANN 155 - 75 E

May 8, 1942

HAMMANN with Testiforte Seventeen.

- 1. SURPRISE ATTACK No.
- 2. METHOD PICKING PLANE UP Naked eye Reported from carrier radar at 30 miles Own radar at 15 miles
- 3. RANGE PLANE WAS PICKED UP Less than 5
- 4. NUMBER OF PLANES 50 (estimate only)
- 5. TYPE OF PEANE-Tempedo TYPE OF A FIACK Tompedo Dive Bomber Edy Bomb
- 6. SPEED & ALTITUDE Torpedo planes low and fast estimate speed 200 kmots after torpedo release.
- 7. GUNS FIRING Size 5"/38 Number Four Method of control Director Method spotting Direct
- 8. AMMUNITION EXPENDED 210 5 /38 1200 20 m.m.
- 9. PERCENT SERVICE ALLOWANCE EXPENDED 11% 4-20 M.M. Machine guns also firing
- 10. APPROXIMATE TIME TRACKING TO FIRST SHOT
- 11. APPROXIMATE TIME OF FIRST HITS
- 12. APPROXIMATE TIME FIRST SHOT TO LAST SHOT 16 minutes
- L3. APPROXIMAGE POSITION ANGLE OPEN FIRE 20
- 14. APPROXIMATE POSITION CHASE FIRE Fired at 10 to 12 targets in rapid succession.
- 15. APPROXIMATE BEARING FIRST SHOT 290° Relative
- 16. APPROXIMATE BEARING LAST SHOT
- 17. APPROXIMATE HANGE FIRST SHOT 2500 Yards
- 18. APPROXIMATE BANGE LAST SHOT

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Authority MD 98133

BYA NARA Date 6/2/07

ALTITUDE OF BOMB RELEASE

20. APPROXIMATE RANGE TORPEDO RELEASE

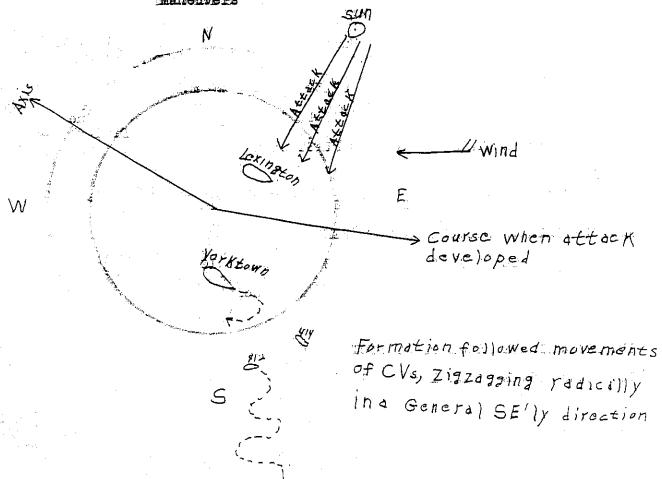
STAR OF TORPEDO

- 21. HITS ON STEEF Nome WAS SHIP STRABED No SIZE-GUN
- 22. NUMBER NEAR BOME MISSES None CASUALTIES FROM NEAR MISSES None
- 23. PLANES SHOT DOWN Sure 1 by 20 m.m. Possible D by 5"/38 Damaged
- 24. DETAILS OF DAMAGE TO TARGET BY GUNFIRE IF AVAILABLE

 One plane shot down by 20 m.m. fire from one gun range about 1000 yards.
- 25. PERFORMANCE OF AMMUNITION # 5"/38 poor, 20 m.m. excellent
- 26. PATTERN SIZES (Large, small excessive)

About 40% Duds

- (a) Indicate direction of attack relative ships head
- (b) Show relative position of sun. (c) Indicate own Maneuvers



ACTION REPORT

U.S.S. HAMMANN

DD412

ACTION REPORT; 4-6 JUNE 1942. [BATTLE OF MIDWAY]

SERIAL 2 JUNE 16,1942.

OFFICE OF NAVAL RECORDS AND LIBRARY

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Serial 2

S.S. HAMMANN, (DD412) ∕o Fleet Post Office. Pearl Harbor, T.H.

The Commanding Officer.

Jun 14,1947

To :

Via :

The Commander-in-Chief, U.S. Pacific Fleet.

(1) ComTaskGroup 17.4 (Comdesron Two). (2) ComTaskFor 17.

Subject:

Action Report; 4-6 June, 1942.

Reference: (a) Art. 712, U.S. Navy Regulations.

- In view of the fact that the HAMMANN was sunk about 1600 on June 6, with total less of all records, this report must be made entirely from memory. Consequently, no record of the ship's track is included and times and locations given are only approximate. However, the HAMMANN was at all times in company with other vessels and comparison of this report with their records should indicate times and places accurately. The HAMMANN was operating under Commander Taskforce 17 consisting of YORKTOWN, ASTORIA, PORTLAND, MORRIS, RUSSELL, HAMMANN, ANDERSON, AND HUCHES. The destroyers were designated as Task Group 17.4 under administration and tactical command of Commander Destroyer Squadron Two.
- On the night of June 3, reports were received by radio of scouting plane contact with two AKs accompanied by two small vessels 450 miles West of Midway and a group of eleven or twelve ships containing two or three BBs, two or three CAs, one and destreyers 760 miles west of Midway on course 090, speed 20. Taskforce 17 at this time was about 300 miles NNE of Midway. Taskforce 16 was in the same area. During the night both taskforces moved in a Southeasterly direction.
- 3. On the morning of June 4, contact was made by scouts from Midway with another enemy force containing two BBs, two CAs and 4 CV with destroyers located about 200 miles SW of the taskforces. Taskforce 16 flew off air attack groups about 0900 (LWI) and taskforce 17 launched air attack groups about 1000. Taskforce 17 then took a closing course. The taskforce took antiaircraft disposition "V" with the two cruisers twenty five hundred yards proceletive bearings 060 and 300 and DDs on relative bearings 020, 120, 180, 240, and 340. HAMMANN was on 020. About 1300 the planes of returning attack group approached and two or three Tighters landed. At this time the OTC broadcast over TBS that a Targe group of unidentified planes was approaching from Westward, Mistant 26 miles. Planes in the landing circle were signaled off and preparations made to repel attack.



S-E-C-R-E-T

		
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Authority MD 968133

ByA NARA Date 6/71/77

SECRET-SEC-R-E-T

Serial 2

June 16, 1942

Subject: Action Report; 4-6 June, 1942.

Fighters picked up the enemy bombers about 5 miles out and shot dewn a large number, eight or ten as a rough estimate. probable that there were 16 planes in the attack group. The remainder came on through and attacked the YORKTOWN, obtaining two or three hits. This vessel definitely shot down one enemy plane with 20mm as he was escaping after dropping his bomb and got probably hits on others. The entire attack lasted only a few minutes. HAMMANN fired 120 rounds of 5" and about 900 rounds of 20mm. YORKTOWN began smoking heavily and slowed to a stop. DDs and cruisers in screen began circling. This continued for about ten minutes while YORKTOWN was fighting fire. At this time one of our own bombers returning circled close aboard the HAMMANN and threw a note on deck stating that one of our torpedo bombers was down 8 miles distant, bearing 240°. Did not take any action as it appeared there were still some unidentified planes in the vicinity and YORKTOWN required full support. About 5 minutes later another plane crashed in the water about 2 miles ahead of HAMMANN. As there were now no further indications of enemy planes in the vicinity, proceeded to pick up pilot and radioman from this plane, slightly injured. Plane proved to be from ENTERPRISE. completion, sighted the rubber board of the torpedo bomber previously reported to us about five miles Southward and proceeded at 30 knots to pick them up. Pilot was rescued only slightly injured but radioman was dead. Returned at 30 knots and rejoined YORKTOWN YORKTOWN shortly increased speed to ten knots and then to screen. fifteen.

4. About 1430 enemy planes were reported approaching from the West. YORKTOWN appeared to have damage well under control. making 15 knots, and launched all fighters on deck. Shortly afterward a group of 12 to 18 torpedo planes made a direct attack on YORKTOWN from her port quarter. HAMMANN was able to fire a barrage on a line passing just astern of YORKTOWN to path of incoming planes. It appeared that six or eight enemy planes were shot down during their approach but it could not be determined by whom. HAMMANN shifted fire to a plane on YORKTOWN's bow and definitely shot him down with 5m. The attack was pressed in to close range and several torpedoes struck the YORKTOWN. Several more enemy planes were shot down by gunfire at close range after torpedoes were dropped. HAMMANN shot down two definitely and possibly three with 20mm as they were retiring.





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ByA NARA Date 6 11 13

Seriel 2

June 16, 1942.

- and slowed gradually to a stop. Screening vessels formed a circling screen. Three destroyers were ordered to stand by YORKTOWN. About 1700 YORKTOWN began abandoning ship. As the first three destroyers began to fill up with survivors, HUGHES and them HAMMANN were ordered by Comdesron Two to leave screen and assist in picking up survivors from the water and life rafts in vicinity of YORKTOWN. Twice during the rescue operations, unidentified planes were reported in the vicinity but no enemy planes were sighted. HAMMANN went close astern of YORKTOWN and particle up the last of the survivors including the commanding officer, Captain BUCKMASTER. Total survivors rescued by HAMMANN was 87.
- column, screened by destroyers. HAMMANN went alongside ASTORIA, as directed by CTF-17, and transferred Captain BUCKMASTER and two in five officers. Resumed station in cruising disposition on Easterly courses. HUGHES was directed by CTF-17 to return and standby MARKTOWN. The two cruisers from Taskforce 16 left the disposition to rejoin their taskforce. At sunrise the following morning, destroyers were directed to transfer all YORKTOWN survivors to PORTLAND and to fuel from PORTLAND during the transfer. While BALCH and BENHAM were transferring survivors, HAMMANN went alongside ASTORIA, as directed by CTF-17, and received Captain BUCKMASTER and a salvage party of YORKTOWN officers and men. About 1500, HAMMANN followed ANDERSON alongside PORTLAND. Transferred YORKTOWN survivors to PORTLAND and received additional YORKTOWN officers and men for salvage party. Fueled to 90% capacity. Upon completion, HAMMANN, BALCH, and BENHAM, designated as Taskgroup 17.5, Captain BUCKMASTER, set course 285°T, speed 16 kmets to return to YORKTOWN.
- 7. About 0400 sighted YORKTOWN, screened by HUGHES, GWIN and MONAGHAN, about 8 miles on starboard beam. Changed course to join this screen and continue screening till daylight. At 0615, HAMMANN went close aboard YORKTOWN and transferred salvage party consisting of Captain BUCKMASTER, 29 officers, and 130 men to YORKTOWN. HAMMANN rejoined screen. About 0800, CTG-17.5 directed HAMMANN to lie off, close on starboard bow and provide heses and water for fighting fire.





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ByA NARA Date 6/71/77

Serial 2

June 16, 1942.

Subject: Action Report; 4-6 June, 1942.

It was found impossible to lie clear of YORKTOWN and maintain position accurately enough to permit effective assistance, so HAMMANN came in and moored alongside YORKTOWN forward. The ship rested against YORKTOWN's bilge keel but splinter mattresses and large fenders dropped between prevented any damage other than to bettom paint. While coming alongside, a piece of Manila line was sucked into the port main circulation pump freezing the pump. This engine was secured temporarily while the circulator was opened and the line removed. Two hoses were led to YORKTOWN with feamits and one water hose led to flight deck to attach to YORKTOWN's feamite system to fight fire. One hose was rigged aft to pump in salt water for counterflooding and an oil suction hose to remove oil from YORKTOWN's port tanks to correct list. Other services were furnished as practicable, including coffee and food for the salvage party. By noon, the fire was reported under control and two or three degrees of list had been removed.

About 1536 (Zone plus ten time) emergency signals were made by destroyers in the screening circle and simultaneously four torpeds tracks were sighted about 600 yards on starboard beam. HAMMANN signalled for full speed astern on inboard engine in the hope of pulling clear but apparently the torpedoes struck as the signal was being answered. Both forward and after 20mm guns fired at the tracks as the torpedoes had been seen to breach some distance from the ship and they hoped to explode them. General Quarters was sounded when the tracks were first sighted. and though less than one minute lapsed before the torpedoes arrived. Many men reached their battle stations. The first terpedo appeared to pass under the Hammann in the vicinity of No. 2 gun and exploded against the side of the YORKTOWN. The second terpedo struck the HAMMANN in #2 fireroom. This torpedo apparently broke the ship's back as a pronounced sag was noted in this The forward bulkhead of forward engine room was carried away. Large quantities of cil, water, and debris were blown high into the air coming down on both HAMMANN and YORKTOWN. The HAMMANN was blown out from the YORKTOWN and aft paring all mooring lines and hoses. The commanding officer received a heavy blow in the solar plexus by being thrown against a desk in the pilot house. which rendered him temporarily unable to breathe or speak and later proved to have broken a rib. The ship began to settle immediately and the Exec utive Officer, who was on the bridge passed the work "All hands abandon ship." By the time the Commanding Officer was able to walk from the Pilot House to the starboard





 				
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Authority MD 968133

ByA NARA Date 6/11/37

DD412/F6-1 Serial 2

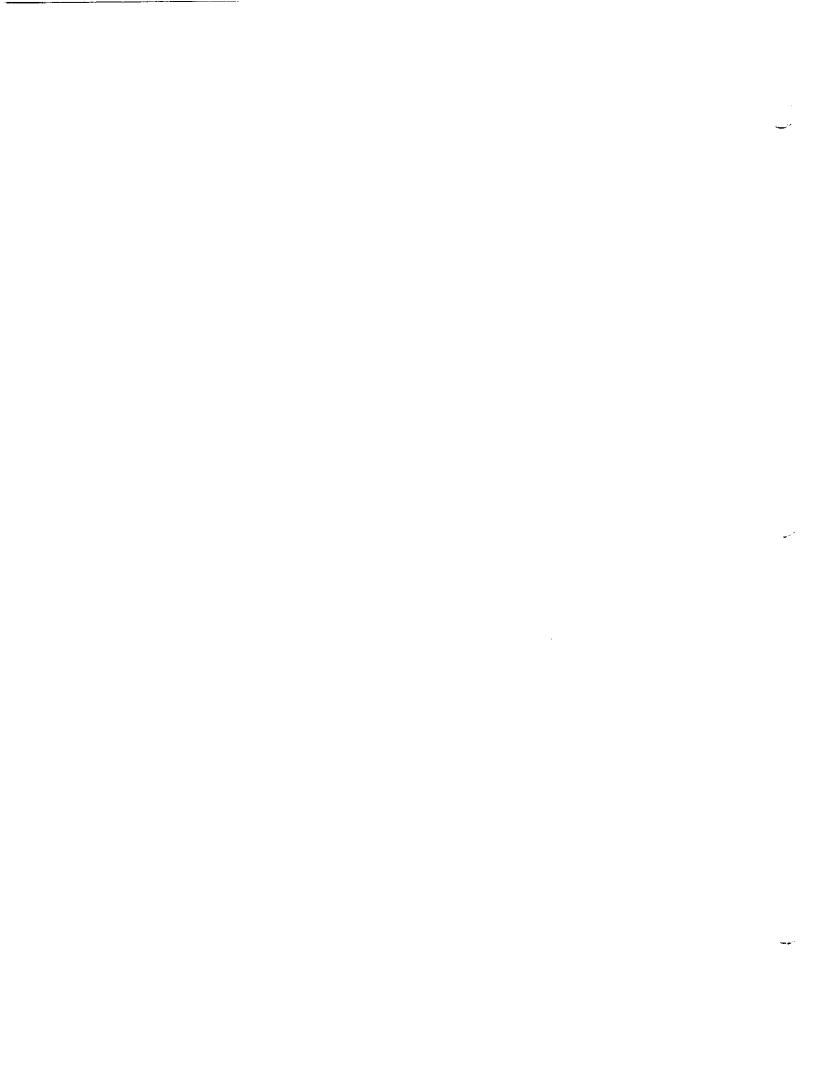
June 16, 1942

SECRET

Subject: Action Report; 4-6 June, 1942.

wing of the bridge, the main deck forward was awash and the ship was settling rapidly by the head. Life rafts had been launched and a great number of men were on the rafts or in the water. As soon as all personnel were clear of the bridge, the Gunnery Officer, Executive Officer and Commanding Officer climbed down the outside ladder to the forecastle deck. The forecastle deck was just submerging and all three swam clear of the ship. It is estimated that the ship sunk within three to four minutes from the time of the first torpedo explosion. Based upon interviews with survivors, it is believed that not more than a total of twelve to fifteen men failed to get clear of the ship and into the water. About one minute after the ship submerged there was a heavy explosion underwater, judged to be either a depth charge or one of the HAMMANN's torpedoes. The cause of this explosion is unknown. All depth charges had been set on safe when the HAMMANN went alongside YORKTOWN in the forenoon, and all safety forks were in place. The safety settings of depth charges had been checked again by Ensign C. C. BLMES, Jr. and James W. THOMAS, Metalsmith first class about half an hour before the ship was torpedoed. At least two survivors noted a torpedo apparently running in it's tube as the ship was sinking.

- The underwater explosion apparently killed a large number of men in the water and injured about eighty five more of whom twenty six died on board U.S.S. BENHAM enroute to Pearl Harbor. Of a total of 13 officers and 228 men on board, two officers were known dead and seven missing, twenty five men were known dead and forty seven missing. Of the remainder all were rescued by U.S.S. BENHAM and returned to Pearl Harbor excepting the Commanding Officer and one man picked up by U.S.S. BALCH and later transferred to U.S.S. GWIN for transportation to Pearl Harbor.
- 10. During the action with enemy aircraft, all officers and men of the HAMMANN performed their duties with coolness, calminess, and efficiency. Every man's conduct was above repræch. One of the enemy torpedo planes strafed the ship with .30 cal. machine gun but no personnel were hit. Several machine gun bullets passed through ventilators into the fireroom and were preserved but were later lost with the ship. The strafing plane was shot down by 20 mm gun vrews. During the phase when survivors were being removed from the YORKTOWN, all hands exerted themselves to the utmost in getting the men on board and in caring for them after they were on board.



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ByA NARA Date 6 (1)

DD412/P6-1

Serial 2

june 16, 1942

Subject:

Action Report; 4-6 June, 1942.

The survivors included about twenty wounded and injured men. The Medical Officer, Lt. (jg) J. H. PETERSON and CPhM C. L. BANKS, worked all night and the following day caring for them. When the HAMMANN was torpedoed, the ship sank so quickly that there was little opportunity for direction or supervision by officers in the process of abandoning ship. All life rafts were luanched promptly and life jackets distributed from battle stations. Interviews with survivors indicate that there were mahy instances of qucik thinking, and commendable conduct. One instance that was particularly outstanding was the conduct of B. M. KIMBRELL, TMlc, USN who remained on the stern of the ship and made a final check of depth charges to see that they were on "Safe", assisted several men over the side who had been temporarily disabled by shock, providing them with life jackets and then dived overhoard himself without a life jacket just as the stern was submerging. He was among those missing and is being recommended in separate correspondence for a posthumous award of the Navy Cross.

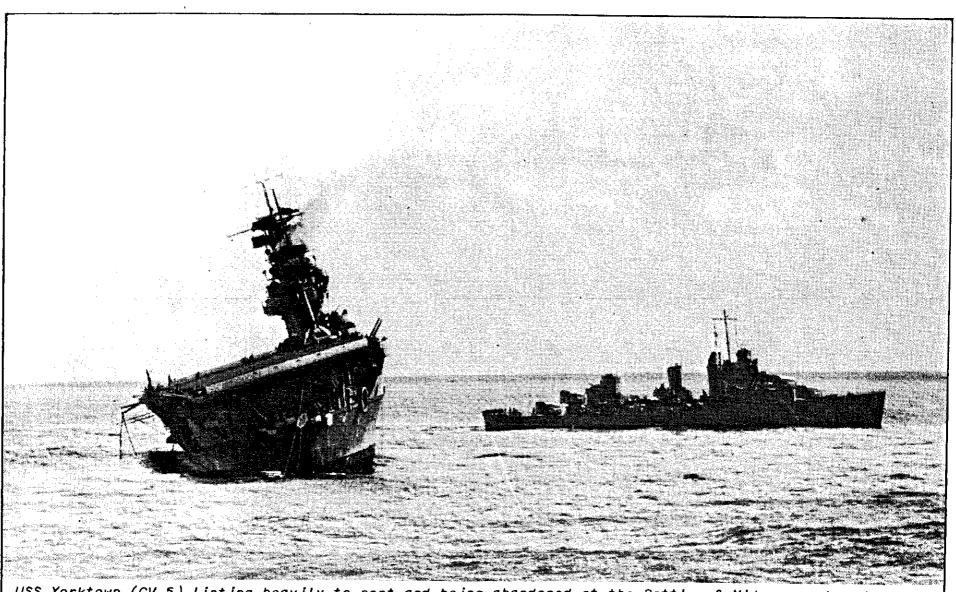


A. B. TRUE.

Copy to:

Comdesron 2. ComTaskFor 17. ComdesPacflt. Chief Opnav.



USS Yorktown (CV-5) listing heavily to port and being abandoned at the Battle of Midway on June 4, 1942. Hammann, one of the last destroyers ordered in to rescue survivors, picked up 87, including the Commanding Officer, Captain Elliott Buckmaster, USN. Although the Yorktown had been hit by three bombs and two aerial torpedoes she remained afloat, so a salvage operation was mounted the next day. The Porter-class destroyer USS Balch (DD-363) (Lt. Cdr. Harold H. Tiemroth, USN) is standing by at right. After participating in this rescue effort Balch assisted in rescuing Hammann survivors two days later. She recovered the bodies of two crewmen and picked up Hammann's skipper, Cdr. True. (Official U.S. Navy Photograph)

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Authority MIC 963133

By NARA Date 6/12/13

ACTION REPORT

DECL - OPNAY INST 5506.30 BY 972 DATE 9 - 2 X - 6 8

USS HAMMANN

DD-412

SERIAL NONE

18 JUNE 1942

WAR DAMAGE - USS HAMMANN - 6 JUNE 1942 - REPORT OF.

REPORT COVERS DAMAGE RECEIVED AT 1530 WHICH RESULTED IN THE SINKING OF THE USS HAMMANN DURING BATTLE OF MIDWAY, WAS SUNK BY ENEMY TORPEDO FIRE WHILE PREPARING TO ASSIST IN SALVAGING THE DAMAGED USS YORKTOWN (C.O. CDR. A , E , TRUE, USN).

NAVAL HISTORY DIVISION

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-BELLEASSHALD-

Tiest Post Office, Pearl Harbor, T.E., June 18, 1942.

From: To: Commanding Officer, U.S.S. HARRAND. The Chief of the Bureau of Ships.

Ombject:

Tar Deman - U.S.S. HAMANI.

Bereronce:

(a) Bushipe itr 0-TA/Lil-1 (374) C-MISE/A2-Li Geted April 17, 1942.

L. In compliance with reference (2), the following report of damage custoined by the U.S.S. HARMAN, as observed prior to her sinking, is substitted.

A. WILLAL

The U.S.S. HARMANN was sunk by enery torpeds fire on June 6, 1942 about 1960, about 120 miles NNB of Midwey Island. Depth of water was ever 1,000 fathems. Weather fair, sea smooth with alight easterly swell, visibility good with gentle to moderate easterly winds. Draft before sinking was about 1) feet. The ship went down with a clight starbeard list sinking by the head. Before drange the HARMANN was on course 12007, speed under one knot, was not maneuvering.

At 0800 on June 5, the U.S.S. HAMMANN went alongside the U.S.S. YOMETON, which had been damaged by bomb and torpodo fire in the Midway Action, in order to provide power, water and other facilities for salvaging the YOMETONE. At this time the YOMETONE was being toward by the bug VIRGO at a speed of about one knot. The MANIAN was along-"Se sharboard side forward. About 15% four torpodo tracks were sighted eding toward the YOURTOWN. One torpodo passed under the TANGAIC! striking the YOURTOWN and exploding against her side. The HARLAIN was severely demaged by this torpedo. About two seconds later a second torpedo made a direct hit on the Edillalik in the vicinity of Ro. 2 fireroom which appeared to breek the ship in two. All communications were knocked out. No. 2 gan appeared to be knocked off its relier paths and could not be trained. It is probable that other sums were also demaged but effects on them are not definitely known. Immediately efter the first hit the only cettled considerably by the head, estimated about 5 or 6 feet. After the second hit the vessel saged in the center. Deak plates were torn open, the bulkhead of No. 2 fire-room and forward engine room was blown in, the steem lines in the forward engine room were broken, generators stopped and suin switchboard mas knocked down. Domeso to No.2 fireroom is not known. One man in this fireroom was ploked up by the inrush of sea water and carried agrees the fireroom. He managed to grace an escape ladder and get clear of the fireroom with sovere steen burns over his entire body. The localing restine was knocked loose from its moorings and

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June 18, 1942.

Bubject: War Damage - U.S.S. HAMMAIM.

blown some distance into the air. Within three or four minutes after the first explosion the ship had disappeared, going down by the head with the sterm going high into the air. At the time of disappearance it is estimated that the fore and aft angle was about 45 to 50 degrees. Due to the rapidity of sinking observation of detail damage was impossible.

1.

C. INDERWYNE REFLOSIUM.

Size and weight of exploder in the torpede is not known. It is known however, that they were fired by a large submarine which later " a observed on the surface making speeds between 17 and 20 knots and Lich was reported to be of the type that might have carried an air-plane. The first explosion apparently opened oil tanks in both the HAMMANN and YURNOWS and threw tremendous quantities of oil, as well as other debris, to a height of 75 to 100 feet. Noise of the crulo-sion was sharp and loud and produced heavy shock throughout the entire ship, throwing personnel to the deak but producing relatively for serious injuries. No flash or flame was noticed and there was no evidense of fires on board. There was some flexural vibration of the ship, expecially from the direct hit in the fireroom. The bending appeared to be both vertical and horizontal: in some instances materisl and personnel were thrown vertically into the air and other instences were thrown horizontally across the dook. Dimensions of the hole in the ship's hull is not known, but, it did extend above the waterline. There was no opportunity to observe details of distortion of deak and bulkheads other than mentioned above, except that the deak of No. 2 fireroom was badly term up and plating term loose. It is be-. Wed that immediate flooding took place in both firerooms and forward eagine room as well as in storerooms in the forward part of the ship. The ship was in Condition BAKER prior to sighting the torpedoes. General Quarters was immediately sounded upon which signal Condition AFIRM is nermally set. Not more than 60 seconds elapsed from the time of sounding General Quarters until the striking of the torpedo. Some hatches were closed but it is impossible to say how many. From the nature of the damage it is believed that there would have been no appreciable difference in the result if Condition AFIRM had been set.

D. ADDITIONAL INFORMATION DESIRED IN CASE A MAGNETIC, ACCUSTIC OR CYMER INFORMATION DESIRED IN CASE A MAGNETIC.

It is not believed that the torpedoes were fitted with any magnetic or accustic exploding device.

DECLASSIFIED A. E. TRUE.

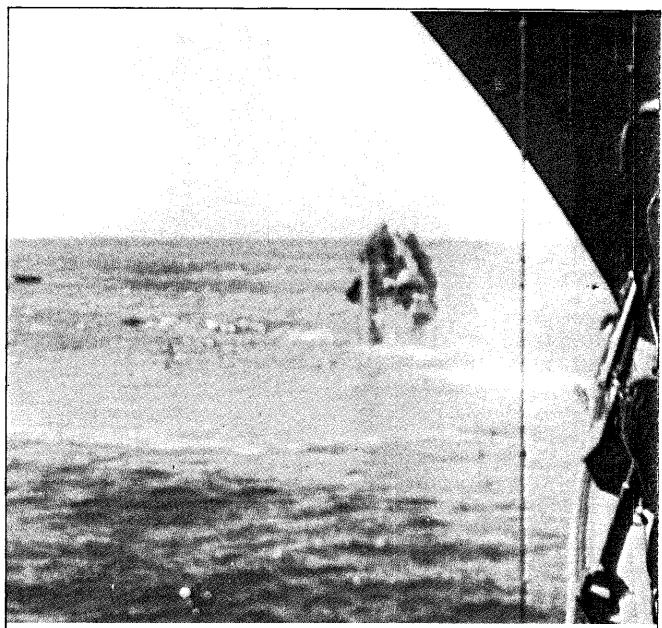
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COMINCH.
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COMDESSON TWO.

DECLASSIFIED

Authority NUC 968133

ByA NARA Date 6/21/37





The stern of the destroyer USS <u>Hammann</u> (DD-412) making its final plunge as seen looking aft from the forecastle of the USS <u>Yorktown</u> (CV-5) on June 6, 1942. While tied alongside the carrier, assisting in her salvage, <u>Hammann</u> was torpedoed by a Japanese submarine. She sank about four minutes later. Although almost all of the crew were able to get clear of the ship and into the water, a large underwater explosion about one minute after the ship went down killed many survivors and wounded many more. One of the knotted lines used when the <u>Yorktown</u> was abandoned two days earlier can be seen in the foreground. (Official U.S. Navy Photograph)

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ZONE DESCRIPTION Plus 10

REMARKS

Underway in company with ComTaskGroup 17.5 (SOPA and OTO) in U.S.S. HAMMANN, and U.S.S. BALCH, on course 285° (T&G), 259° (PSC), steaming at 16 knots (148 RPM); in scouting line bearing 185° (T), distance 2,000 yards, U.S.S. HAMMANN guide; searching for the U.S.S. YORKTOWN. Boiler #2 steaming. Ship darkened and in Material Condition of Readiness AFIRM, with Personnel in Condition of readiness II. 0016 Made submarine sound contact, went to General Quarters. Light ed fires under #1 Follow Contact. under #1 boiler. 0050 Submarine contact proved to be false. Set Personnel Condition of Readiness II. 0230 Commenced zig-zagging in accordance with plan #6. O230 Commenced zig-zagging in accordance with plan #6.

04 to 08

A. P. COLVIN, Lieutenant (jg), U.S. Navy.

Underway as before, on course 285° (T&G), 259° (PSC), steaming at 16 knots.(148 RPM); Zig-zagging in accordance with plan #6. 0400 Changed speed to 12 knots (108 RPM). 0420 Sighted U.S.S. YORKTOWN in tow of U.S.S. VIRFO, screened by U.S.S. HUGHES, U.S.S. MONACHAN and U.S.S. GWIN. 0444 Joined screen on U.S.S. YORKTOWN Circling at 2,000 yards distance at 12 knots (108 RPM). 0530 Set Personnel Condition of Readiness II. Lighted ship. 0657 Died out fires under boiler #1-

R. O. MERRILL, Lieutenent (1g), U. S. Navy.

08 to 12

Underway as before, steering various courses, screening U.S.S. YORKTOWN, distance 2,000 yards, at 12 knots (108 RPM). 0800 Mustered erew on stations, no absentees. 0830 U.S.S. HAMMANN went alongside U.S.S. YORKTOWN, port side to. Made daily in spection of magazines and powder samples, conditions normal.

P. D. KIMBALL, Ensign, U. S. Naval Reserve.

12 to 16

Underway as before, steering various coarses, screening U.S.S. YORKTOWN at 12 knots (108 RPM), distant 2,000 yards. 1533 TBS reported torpedo headed for U.S.S. YORKTOWN and U.S.S. HAMMANN bearing 1950 (T). 1534 Torpedoes struck U.S.S. HAMMANN and U.S.S. YORKTOWN. 1535 U.S.S. BENHAM ordered to stand by U.S.S. HAMMANN. Changed speed to 25 knots (245 RPM). 1544 Stopped to rescue survivors of U.S.S. HAMMANN, U.S.S. HAMMANN having sunk. 1548 U.S.S. MONAGHAN, U.S.S. GWIN and U.S.S. HUCHES ordered to organize search for enemy submarines. MERRILL, Lieutenant (jg), U. S. Navy.

16 to 20

HAMMANN. Stopped as before, rescuing survivors of U.S.S/1610 Main circulator picked up line in impeller which reduced backing power of starboard engine to one-third. A number of men went over the side, and swam with lines to rafts, to pull them to the ship. 1710 Completed rescue of survivors of U.S.S. HAMMANN, having picked up the following survivors: 3 officers, 154 enlisted men, plus 16 bodies from the U.S.S. HAMMANN; three officers and 19 enlisted men from the U.S.S. YORKTOWN. 1800 Lieutenant (jg) Edward L. Lee (MC), USNA, reported aboard for temporary duty with 2 Pharmacist's Mates and additional medical supplies. 1819 Resumed screening station on U.S.S. YORKTOWN. 1927 Held funeral services for station on U.S.S. YORKTOWN. 1927 Held funeral services for officers and enlisted men with appropriate military honors: Ensign Ray Wallingofficers and enlisted men with appropriate military honors: Ensign Hay Wallingford Purvis, USNR; Ensign William Bacon Lovering, USNR; RICHARDSON, Robert C., other data unknown; DOBBINS, Albert James, 287 35 10, USN; WRIGHT, Malcolm Carlisle, 381 68 76, USN; PLOOF, Aohn Frederick, 321 38 80, USN; BELCHER, K.R., B.M.lc, USN; HUNSTEIN, Carl John, 337 22 54, USN; REUCH, Seaze, USN; LEGRANT, C.C., Sea.2c, USN; DIBACCO, Vincent Joseph, Sea.2d, USN; CARLSON, Daniel W., CMM(PA), USN; GESELL, Walter Alfred, Sea.1c, USN; MORTON, Seldon Edward, Sea.2c, USN; OWENS, Glenn, Franklin, 610 09 95, Sea.2c, USNR; KORMAN, Frank, FtC.3c, USN; 1938.U.S.S.

Approved:

J. M. WORTHINGTON, Exam Lieuterant Commander, V.S. Navy, Examined: Commanding Officer.

Lieutenant,

U. S. N., Navigator.

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ADDITIONAL SHEET

U. S. S. BALCH

Date ____6 ___June ____, 19.42

18 <u>to 20</u> Steaming as before, circling in anti-submarine screen, YORKTOWN and rescue group.
1823 Sighted 3 men in the water; maneuvered to recover. 1832 Recovered the following named men: Robert John BALLARD. #360 12 10, rate unknown, USN; George Wilson KAPP, Jr., #243 63 19, rate unknown, USN; and Commander Arnold Elsworth True, USN.
Robert John BALLARD and George Wilson KAPP, Jr., were given artificial respiration for about two hours and then were pronounced dead. Commander Arnold Elsworth True, USN, was treated for shock and submersion. 1930 Secured from general quarters, set condition of readiness II, darkened ship. 1937 Made sound contact bearing 2500 T., distant 1200 yards; attacked with depth charges. 1942 Completed attack, expended four three hundred pound depth charges and six six hundred pound charges. 1955
BENHAM made contact in same area that BALCH made attack. 1958 Continued to develop sound contact. Average steam 400; average rpm. 123.7.

T. F. SAUNDERS,

Lieutenant(jg), U.S. Naval Reserve.

20 to 24 Steaming as before trying to re-establish submarine contact. 2039 Investigated reported sound contact; contact report proved false. 2043 Began approach to VIREO. 2049 Smoke sighted on the horizon. MONAGHAN and HUGHES were directed to investigate amoke on horizon bearing 233° T, distant 8 miles from carrier. HUGHES reported submarine on surface. 2049 Came alongside port side of VIREO. 2052 Began receiving members of YORKTOWN salvage crew. 2055 Received 23 officers, including Captain E. Buckmaster, USN, Commanding Officer of YORKTOWN; and 119 men. Cast off from VIREO. 2105 HUGHES opened fire on submarine with 5 battery. 2115 MONAGHAN opened fire on submarine with 5" battery. 2110 All hands to general quarters, darkened ship. Sighted unidentified plane. 2200 Secured from general quartere, set condition of readiness II. 2203 Secured boilers #1 and 3. Average steam 400; average rpm. 132.8.

> D. HAZARD Ensign, Ú.S. Navy.

Approved:

TIEMROTH,

Examined:

R. C. PEDEN, Lieutenant Commander, U. S. N., Navigator.

Lieutenant Commander, U.S. Navy, Commanding.

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08 to 12 (Continued) O8 to 12 (Continued)
O958 Completed transferring personnel, having transferred 23 officers and 119 men from the YORKTOWN and one officer from the HAMMANN. 1015 The following officers and men returned on board from the BENHAM: Lt.(jg) C.M. Lee (MC) USN; Ensign W.G. Weber, USN; D'AMBRISI, R.H., MMlc; USN; PIPKIN, J.N., PhMlc, USN; PICKENS, J.U., Flc, USN; BLANCHARD, H.F., Memthlc, USN; BARNES, J.C., Slc, USN; and SIMPSON C.C., PhM3c, USN, all of this ship's company. 1022 Formed scouting line on base course and axis 295° T., and pgc, 286° psc., at 15 knots, in company with the HUGHES and MONAGHAN. 1038 Commenced steering zigzeg plan #1. 1156 Ceased zigzagging, changed course and axis to 270° T., and pgc., 259° psc./ Average steam 400; average rom 134.5. average rpm 134.5.

J. D. HAZARD, Ensign, V.S. Navy.

12 to 16 Steaming as before on base course and axis 270° T., and pgc., 254° psc., speed 15 knots. 1200 Commenced zigzagging in accordance with plan one. 1219 MONAGHAN knots. 1200 Commenced zigzagging in accordance with plan one. 1219 MONAGHAN investigating large cil slick on surface. 1223 Ceased zigzagging. 1226 Commenced zigzagging in accordance with plan one. MONAGHAN rejoined formation. Made daily inspection of smokeless powder samples and magazines, conditions normal. 1255 Ceased zigzagging and resumed base course 270° T., and pgc., 259° psc. 1300 Changed base course left to 180° T. and pgc, 168° psc. 1319 Changed base course left to 090° T., and pgc., 082° psc. 1325 Commenced zigzagging in accordance with plan one. 1445 Ceased zigzagging and resumed base course 090° T., and pgc., 082° psc. 1450 Changed base course to 180° T., and pgc, 168° psc. 1500 Half masted colors for burial at sea services by commending officer. Gave unto the masted colors for burial at sea services by commanding officer. Gave unto the deep the remains of BALLARD. Robert John, rate unknown, #360 21 10, USN; and KAPP. George Wilson, Jr., rate unknown, #243 63 19, USN. 1511 Two blocked colors. 1515 Commenced zigzagging in accordance with plan one. Average steam 400; average rpm 142.

wowler W. RI WEBER, Ensign, U.S. Navy.

16 to 18 Steaming as before on base course 270° T., and pgc., 254° psc., speed 15 knots, zigzagging in accordance with plan one. 1639 Ceased zigzagging and resumed base course. 1640 Changed scouting course left to 114° T., and pgc., 105° psc. 1655 Commenced zigzagging in accordance with plan one. Average steam 400; average rpm 142. Saunden

T. F. SAUNDERS, Lieutenant (jg), U.S. Naval Reserve.

18 to 20 $\frac{10-10-20}{5}$ Steaming as before on base course 114° T., and pgc., 105° psc., at 15 knots, zigzagging in accordance with zigzag plan one. Average steam 420; average from W. R. MITCHELL,

Ensign, U.S. Naval Reserve.

Steeming se before on base course 114° T., and pgc., 105° psc., at 15 knots, 142 rpm, zigzagging according to plan one. 2030 Half masted colors following movements of HUGHES. 2038 Two blocked colors. 2045 All hands to general quarters, darkened of HUGHES. 2038 Two blocked colors. 2045 All names to general quarters, darkened ship, executed sunset. 2150 Ceased zigzagging resumed base course. 2155 Secured from general quarters, set condition III in ship's batteries. 2200 Changed course to C24° T., and pgc., O15° psc. 2250 Changed scouting course to 316° T., and pgc., 308° psc. Average steam 400; average rpm 142.

R. H. ALLEN, Ensign, U.S. Navy.

Approved:

elunt H. TIEMROTH,

Examined:

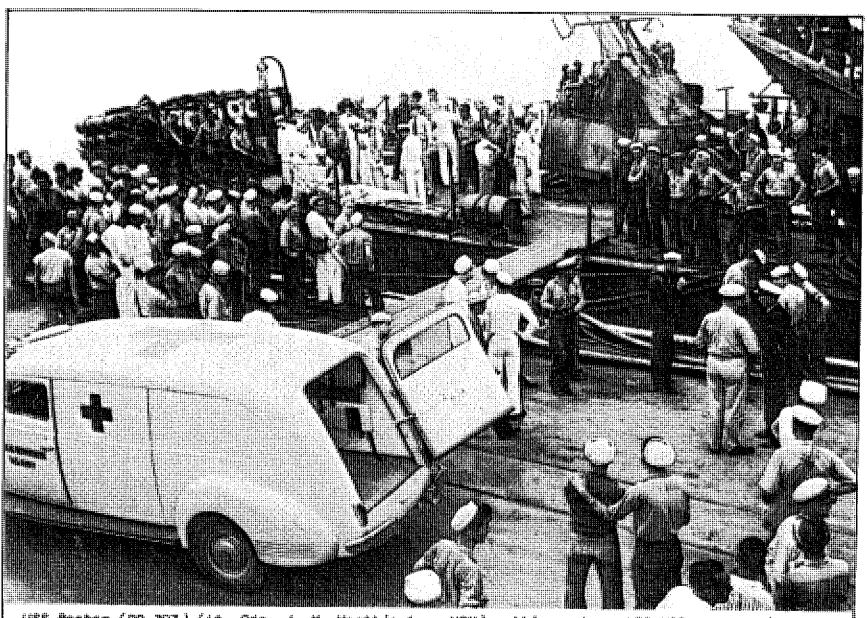
Ale R. C. PEDEN,

Lieutenant Commander, U.S. Navy, Commending.

Lieutenant Commander,

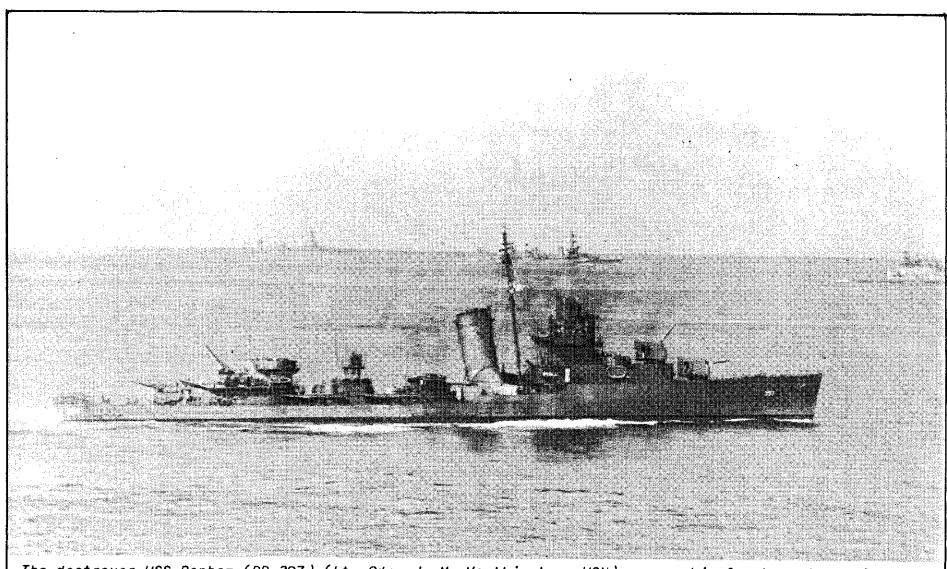
U. S. N., Navigator.

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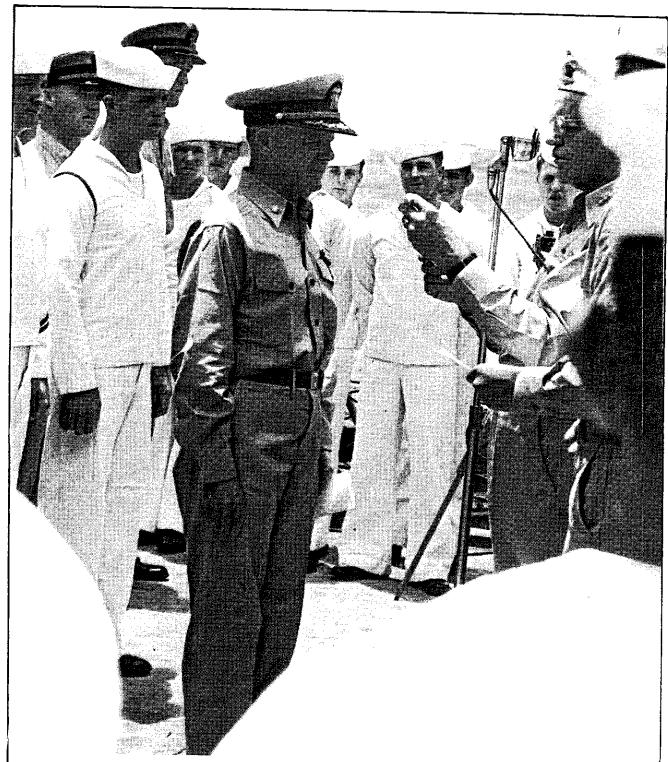
USS <u>Menhom (DO-197) (it. Car. J. M. Warthington, USN) putting cahore 153 USS Mammann (DO-412)</u> survivors at Pearl Marbor, Mawail, on Jume D. 1942, three days after their destroyer was sunk following the Battle of Midway. Note the open sights on <u>depham</u>'s after 5-inch/38 pun (No. 4) and the cluster of smake generator tanks outboard on the stern. (U.S. Mary Photograph)

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The destroyer USS <u>Benham</u> (DD-397) (Lt. Cdr. J. M. Worthington, USN), name ship for her class, is shown in May, 1942, with heavy cruisers of Task Force 16 (Admiral Raymond A. Spruance). The ship is returning to her screening station after acting as plane guard for USS <u>Enterprise</u> (CV-6) during flight operations. Two of <u>Benham</u>'s four quadruple 21-in. torpedo tube mounts can be seen on the main deck aft of the stack. Other armaments: four 5-inch/38 dual-purpose guns, four water-cooled .50-cal. machine guns and two stern depth charge racks with ten 600-lb. charges. <u>Benham</u> was heavily damaged on November 15, 1942, by a torpedo in the Naval Battle of Guadalcanal. She was abandoned in the afternoon without the loss of a single life, and sunk with gunfire by USS <u>Gwin</u> (DD-433). (Official U.S. Navy Photograph)

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Commander Arnold E. True, USN, commanding officer of USS <u>Hammann</u> (DD-412) when that destroyer was sunk on June 6, 1942, being awarded both the Navy Cross and the Distinguished Service Medal for heroism during a rescue operation for survivors of the USS <u>Lexington</u> (CV-2) and for "heroic conduct and especially meritorious service" during salvage operations for the USS <u>Yorktown</u> (CV-5). The medals were presented to Cdr. True by Admiral w. M. Halsey in an impressive double ceremony aboard a destroyer in a South Pacific port on December 29, 1942. (Official U.S. Navy Photograph)

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DISTINGUISHED SERVICE MEDAL

Awarded to COMMANDER ARNOLD ELLSWORTH TRUE, UNITED STATES NAVY

*For heroic conduct and especially meritorious service in duty of great responsibility as Commanding Officer of the U.S.S. HAMMANN engaged in salvaging of the U.S.S. YORK-TOWN on June 8, 1942. Commander True placed his ship alongside the YORKTOWN which was listed heavily to port as a result of torpedo hits sustained in battle on June 4, 1942, in order to furnish water for fighting fire and for flooding empty tanks, and to furnish electric power for operating salvage pumps. Knowing that the YORKTOWN would be the target of enemy submarine and air attacks which might be made against our forces in the vicinity, that several enemy submarines had been reported nearby, and that he would probably be unable to get his ship out of the way of any submarine or air attack directed at the YORKTOWN until the attack should hit, he maintained his ship in that position for an extended period; by means of the water pressure and power he furnished, a fire which had been burning since the YORKTOWN was hit by bombs on June 4th was extinguished, and sufficient water had been transferred within the ship to remove 2 degrees of her dangerous list. In midafternoon an enemy submarine made a successful torpedo attack against the YORKTOWN. The first torpedo hit and sank the U.S.S. HAMMANN. Two other torpedoes exploded against the side of the YORKTOWN sufficiently close to the HAMMANN to have sunk her if she had not already been hit. Nine of the twelve officers in the HAMMANN were killed, as was a large percentage of her crew. Commander True, when rescued some two hours later, was found to be supporting two enlisted men, one on each arm. He himself was so stunned and exhausted that he did not realize that the two men he had rescued had died. Commander True's distinguished heroism and intrepid performance of duty were in keeping with the highest traditions of the Naval Service."

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Source: A copy of a news release dated December 29, 1942, at the Naval Historical Center, Ships! Histories Branch, Washington Navy Yard.

E. A. Wilde, Jr.

 		
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Comm. ARNOLD E. TRUE

NAVY OFFICER GETS 2 HERO AWARDS

Aided Rescues when U.S. Carriers Sank; Honors for Haddonfield Man

By The Associated Press

Washington, Dec. 29.—Commander Arnold Ellsworth True, 41, of Corinth, Ky., has been awarded both the Navy Cross and the Distinguished Service Medal for great heroism displayed as skipper of the destroyer Hammann in alding rescues and damage control work when the aircraft carriers Lexington and Yorktown were lost in the Pacific.

The Lexington went down in the battle of the Coral Sea last May and the Yorktown was sunk later during

the Battle of Midway.

The destroyer Hammann also was lost at Midway, while standing by the stricken Yorktown, and Commander True himself was rescued from the water.

Supported Two Dead Men

His citation for the Midway action said that when he was rescued about two hours after the Hamman was sunk by torpedoes from a Japanese submarine he "was found to be supporting two enlisted men, one on each arm. He himself was so stunned and exhausted that he did not realize that the two men he had rescued had died."

Commander True, whose wife, Mrs. Corine True, lives at San Carlos, Cal., received the Navy Cross for his heroism in connection with the sinking of the Lexington when his job was to rescue survivors from the vessel before it finally went down.

"While still in danger of another attack by enemy planes and while the Lexington was being shaken by violent explosions and was being gutted by raging fires," the citation said, "Commander True, in total disregard for his own safety, placed his ship alongside the Lexington and took off a large number of survivors. His courage and devotion to duty were in keeping with the highest traditions of the naval service." Supplied Water for Fire

The citation accompanying the Distinguished Service Medal awarded for Commander True's part in efforts to save the Yorktown, reported that he placed the. Hammann alongside the carrier in order to furnish water for fighting fire and for flooding empty tanks and to supply electrical power for operating salvage pumps.

"Knowing that the Yorktown would be the target of enemy submarine and air attacks which might be made against our forces in that vicinity, that several enemy subnarines had been reported nearby, and that he would probably be un-

able to get his ship out of the way of any submarine or air attack directed at the Yorktown until the attack should hit," the citation said, "he maintained his ship in that position for an extended period; by means of the water pressure and power furnished, a fire which had been burning since the Yorktown was hit by bombs on June 4 was extinguished, and sufficient water had been transferred within the ship to remove two degrees of her dangerous list.

Sunk by First Torpedo

"In mid-afternoon an enemy submarine made a successful torpedo attack against the Yorktown. The first torpedo hit and sank the U.S. S. Hammann. Two other torpedoes exploded against the side of the Yorktown sufficiently close to the Hammann to have sunk her if she had not already been hit:

"Nine of the 12 officers in the Hammann were killed, as was a large percentage of her creat

large percentage of her crew.

"Commander True, when rescued some two hours later, was found to be supporting two enlisted men, one on each arm. He himself was so stunned and exhausted that he did not realize that the two men he had rescued had died."

The medals were presented to Commander True by Admiral William F. Halsey, commander of the South Pacific area and the South Pacific force.

New Honor for Pilot

Other officers decorated included Lieutenant (jg) Walter A. Haas, 29, of 420 Woodland av., Haddonfield, N. J., whose wife, Mrs. Marion Ruth Haas, lives at 622 Grant av., West Collingswood, N. J. A fighter pllot at Midway, he was awarded the Gold Star in lieu of a second Navy Cross, having received his first Navy Cross for service in the Battle of the Coral Sea.

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Obituary for Rear Admiral Arnold Ellsworth True, USN (Ret.)¹
(1901-1979)

Commanding Officer, 11 August 1939 to 6 June 1942

ARNOLD ELLSWORTH TRUE '21

RAdm. Arnold Elisworth True USN (Ret.) died on 11 December 1979 in Palo Alto, California. Memorial services were held on 18 December at the Ft. Myer Chapel with interment in Arlington National Cemetery.

Appointed to the Naval Academy from the State of Kentucky, he was graduated with the Class of 1921 on 3 June 1920. Sea duty followed and he also was a graduate of the Naval War College and earned a master's degree in meteorology at the Massachusetts Institute of Technology.

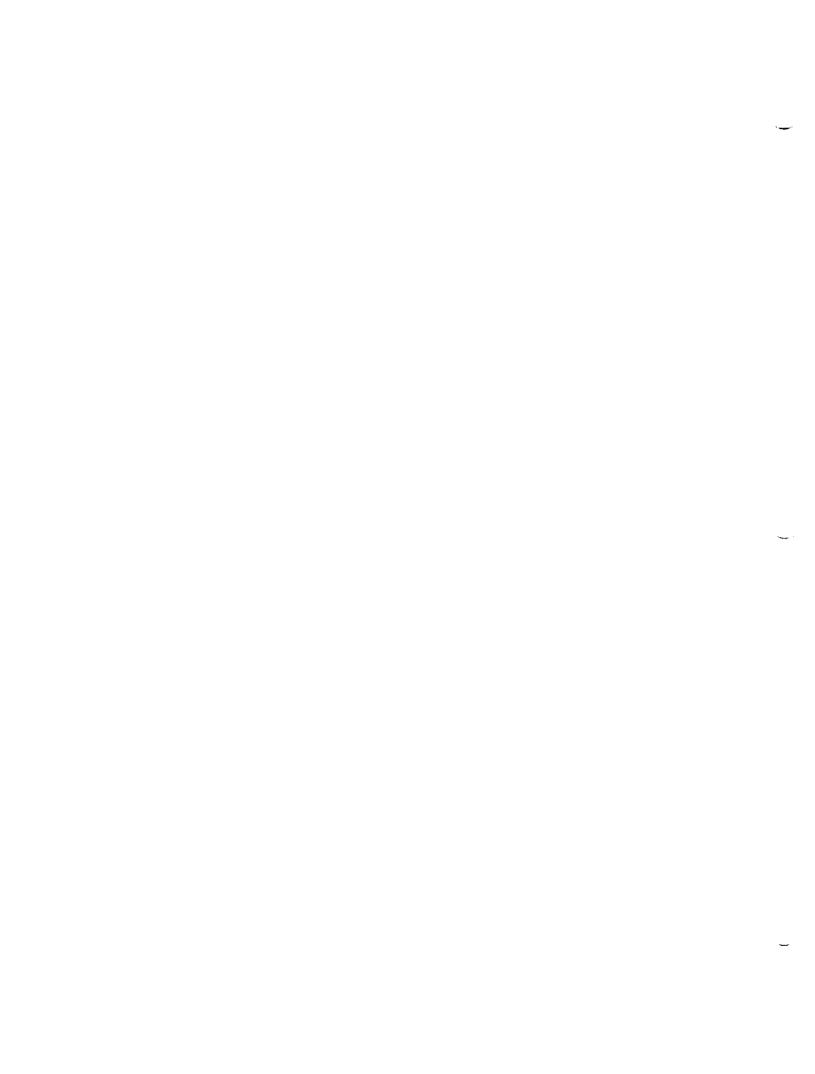
In 1939 (then) Cdr. True was ordered to command the destroyer Hammann, newly commissioned in Kearny, New Jersey. Operating in the Atlantic for two years, the ship was in Iceland on 7 December 1941, then ordered to duty in the South Pacific, where, in April 1942, she made her first impact on the war effort by rescuing two fighter pilots downed on Guadalcanal by enemy action. Four days later she was taking part in the Battle of the Coral Sea, the first naval engagement fought entirely on both sides between aircraft and ships. The aircraft carrier Lexington was mortally wounded in this engagement, and Hammann picked up nearly 500 men from the water before the carrier was sunk. Hammann thereupon steamed at high speed for Pearl Harbor for urgent repairs and replenishment, then three days later was underway to take part in one of the decisive battles of history, Midway. Once again HAM-MANN was called upon to assist when the carrier Yorktown took two torpedo hits and had to be abandoned. Hammann picked up survivors in the water, including YORKTOWN's skipper, the late VAdm. (then Capt.) Elliott Buckmaster USN '12. The next day Hammann returned to the stricken ship to transfer a damage control party, then lay alongside, providing

hoses and water for firefighting, power and other services while tied up alongside YORKTOWN. The salvage party was making excellent progress when a Japanese submarine penetrated the protective screen, fired four torpedoes and struck Hammann with one, breaking her back. The ship sank in four minutes, and over eighty members of the crew were lost, including nine of the twelve officers on board. Cdr. True was blown overboard and when rescued two hours later was found to be supporting two enlisted men, one on each arm. He himself was so stunned and exhausted that he did not realize that the two men he had rescued were dead. He was awarded the Distinguished Service Medal for his heroism in this action, having aiready received the Navy Cross for his courage in the Battle of the Coral

He finished the war as a staff officer with the Atlantic Fleet, after commanding a destroyer division in the Pacific. Other decorations included the Bronze Star Medal, the Navy Commendation Medal, and the Purple Heart. He was transferred to the retired list in 1946.

Always close to the crew of Hammann, RAdm. True had attended every reunion that the crew had held since the end of the war. He was a trustee of the Ben Lomond Quaker Center in California and had been an outspoken opponent of the war in Vietnam. In 1947 he established the department of meteorology at San Jose State College and retired from this post in 1968 as professor emeritus. He later operated a cattle ranch in the Santa Cruz Mountains and traveled extensively.

He is survived by his widow Corinne, 425 Grant Ave., Apt. 29, Palo Alto CA 94301; two sons, a brother and a sister.



USS <u>Hammann</u> (DD-412)

SILVER STAR MEDAL

BERLYN MARCONI KIMBREL
Torpedoman First Class, United States Navy

CITATION:1

"For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty while serving on board the USS HAMMANN during action with the enemy in the vicinity of Midway Island on June 6, 1942, when that vessel was struck by torpedoes fired by a Japanese submarine. Following the explosion of the enemy torpedoes and with the ship sinking rapidly, he checked all depth charges and reported them on ISAFE.! Thereafter he remained on the stern of the ship supplying life jackets and assisting stunned and injured personnel over the side until the stern was completely submerged. He floated off without having a chance to get a life jacket for himself, and a few seconds later was killed as the result of an underwater explosion. He gallantly gave up his life in the service of his country."

* * * * * * * * * *

1 Awarded posthumously. This draft citation, on an index card at the Operational Archives Branch of the Naval Historical Center, Washington Navy Yard, may have been reworded before it was formally issued.

E. A. Wilde, Jr. March, 2004



The <u>Evarts</u>-class destroyer escort USS <u>Elden</u> (DE-264) was launched at the Boston Navy Yard, April 6, 1943. The ship was christened by Mrs. Margaret Newton Elden, widow of Lieutenant Ralph Waldo Elden, USN. Lt. Elden was posthumously awarded the Navy Cross for extraordinary heroism as Executive Officer of the USS <u>Hammann</u> (DD-412) on June 6th, 1942, following the Battle of Midway. When the Commanding Officer was disabled, Lt. Elden took charge and coolly directed the abandon ship operation until the decks were completely awash. He was killed shortly thereafter by an underwater explosion. (Courtesy of Lt. Elden's son, Thomas Elden.)

THE SECRETARY OF THE NAVY

WASHINGTON

The President of the United States takes pleasure in presenting the NAVY CROSS posthumously to

LIEUTENANT RALPH W. ELDEN, UNITED STATES NAVY

for service as set forth in the following

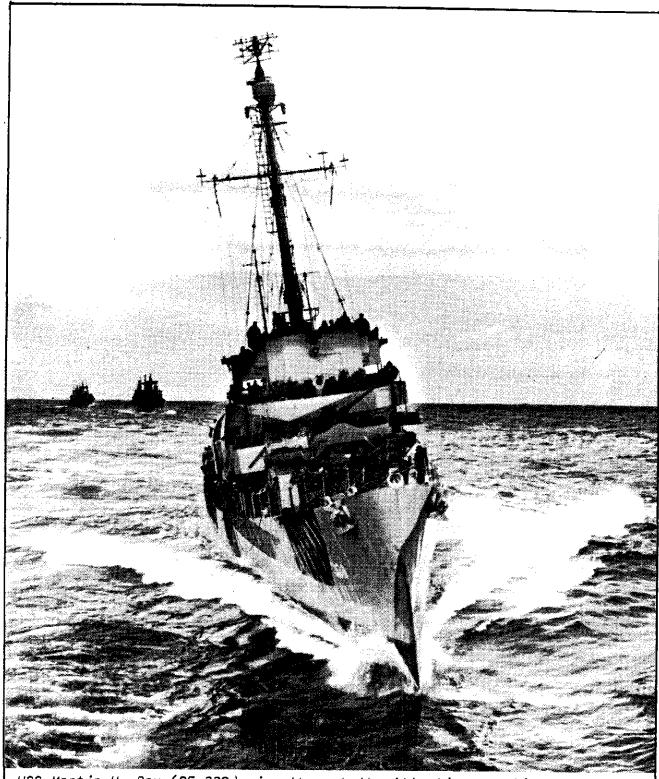
CITATION:

"For extraordinary heroism and extreme disregard of personal safety as Executive Officer of the U.S.S. HAMMANN during action against enemy Japanese forces near Midway Island on June 6, 1942. When the Commanding Officer was temporarily disabled, Lieutenant Elden immediately took charge and, with cool courage and unfailing presence of mind, continued to direct abandon ship operations aboard the rapidly sinking vessel until the decks were completely awash and he went down into the sea. A few seconds thereafter he was killed by an underwater explosion. While faithfully and efficiently performing his duties he gallantly gave up his life in the service of his country."

For the President,

Secretary of the Navy.

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USS <u>Martin H. Ray</u> (DE-338) rips through the Atlantic escorting a convoy to Europe in 1944. This <u>Edsall</u>-class destroyer escort was named after an officer who died when the destroyer USS <u>Hammann</u> (DD-412) was sunk on June 6, 1942, following the Battle of Midway. Lieutenant Martin H. Ray, Jr., USN, was posthumously awarded the Navy Cross for "extraordinary heroism and extreme disregard of personal safety" after his ship was hit by enemy torpedoes. (U.S. Naval Institute Collection)

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THE SECRETARY OF THE NAVY

WASHINGTON

The President of the United States takes pleasure in presenting the NAVY CROSS to

LIEUTENANT MARTIN H. RAY, JR., UNITED STATES NAVY

for service as set forth in the following

CITATION:

"For extraordinary heroism and extreme disregard of personal safety as Engineer Officer of the U.S.S. HAMMANN during action against enemy Japanese forces near Midway Island on June 6, 1942. After the vessel had been struck by enemy torpedoes, Lieutenant Ray capably and efficiently directed efforts at damage control, supervised evacuation of spaces below decks and assisted other personnel in leaving the ship. Despite the everincreasing danger of remaining aboard the rapidly sinking vessel, he carried on, with unfailing courage and conscientious devotion to duty, until he died as the result of an underwater explosion. He gallantly gave up his life in the service of his country."

For the President,

Secretary of the Navy.

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Destroyer Took Blow Aimed at Yorklown, Survivors Relate

Two Crewmen Tell How Sailor Went Down With Ship to Save Others

By the Associated Press.

SAN FRANCISCO, Aug. 1.-Two survivors of the Destroyer Hammann told today how their warship was sunk in the Midway battle by Japanese torpedoes designed for the Aircraft Carrier Yorktown.

Seaman R. J. Shaefer of St. Clair, Pa, and W. F. Lambert, ship's cook 2d class, of Staten Island, N.Y., related stories of high heroism by

their shipmates.

The two, both 22 years old; talked warmly of Comdr. Amold E. Trucattempt to rescue two seamen, and of a torpedoman, B. N. Kimbrell, who went down with the ship, trying to save others from death.

Lambert, reunited here with his wife, Evelyn, said the Hammann had beaten off Japanese attacks for two days when it pulled up alongside the stricken Yorktown on June 6 to aid in putting out fires and "to tee what we could do to help.

(The Navy has announced offitially that the Yorktown was put out of action in the Midway engagement.)

Wrist Watch Torn Off.

"I was down in my bunk asleep when the first torpedo struck us. he related. "I got up, dressed and started for my battle station. torpedo hit a little forward of the quarterdeck, and the concussion tore my wrist watch off my hand. The ship lifted about five feet in the air."

A second torpedo hit left the ship sinking fast, an it's fo'csle was settling under water when Lambert jumped into the water and got on

a life raft.

Shaefer said nearly all the fatalities and injuries resulted not from the torpedoes, but from an undersurface explosion while the men were trying to swim or paddle away on rafts.

Shaefer was aft on the superstructure of the Hammann when "abandon ship" orders came.

Explosion Was "Terrifying."

Wearing a lifejacket, he managed to swim 50 feet from the doomed destroyer before a "terrifying explosion" occurred

"The explosion could have been caused by depth charges on board, or by torpedoes," he said. "The sea was black with men, and the blast threw some of them out of the water and sucked some of them down

"It was so heavy that cigarette lighters and cases in the pockets of the men were crushed. It paralyzed my legs it was just like a steam roller going over me."

Shaefer said Torpedoman Kimbrell stayed aboard the sinking Hammann to set safety devices on the depth charges so that they would not explode and possibly endanger the Yorktown or lives of the destroyer's crew.

Kimbrell apparently became entangled in the depth charge rack, and the last his buddies saw of him he was caught in the suction as the

Hammann settled.

As for Comdr. True, Shaefer said: "I don't think there's a man on the ship who weuldn't give his right arm for the captain." The officer was seen in the water with two men, one under seath arm. One of them was dead sizeady, they learned later, and the fate of the second has not been determined.

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The Battle of Midway Roundtable Veterans Stories: Elmer Jones and the USS Hammann

Elmer Jones was a fireman aboard the destroyer USS Hammann, which was torpedoed and and sunk on 6 June 1942 while assisting in salvage operations for the USS Yorktown. This is Elmer's story of the Hammann.

1. A DESTROYER BY CHOICE

I did not enjoy boot camp. Although I did not particularly hate it, I certainly did not like getting up at 0400 to take down my hammock and go to the basement and scrub it. We had to do this once a week. After I got aboard ship, I recognized how important cleanliness was. When you have that many men in close proximity, it's a primary concern to all. If memory serves me right, we had twelve weeks training, and then transferred to the outgoing unit. They put a list of the ships available on the bulletin board and lined us up alphabetically and told us to pick what ship we wanted. There was four of us who had become good friends and wanted to stay together. Three wanted to go on a big ship, but I wanted a destroyer. So I said if there is a big ship left when we get up there, I'll take it with you, but if there isn't you'll all pick the Hammann. I won.

In May 1940 we were sent to the Norfolk Navy Yard to meet our ship. We had to take a ferry across the bay, and when we got off as we were waiting for the bus I told Marshall Jones "Lets get off this floating dock." He looked at me and said "What's wrong with you? This is a concrete pier". It felt to me like I was just floating up and down, and by the time we got to the base I was so seasick I could not eat supper. I thought, my god, I signed up for six years of this?

When we got aboard ship, my first watch was lookout on the bridge, and I stood t here with the sea air striking me in the face and thinking this is not too bad after all. And then I suddenly vomited!. I turned my face seaward and it went all over the boat that was just below. I bet the seaman who had that boat as a cleaning station would have killed me if he had known who did it. After that I had very little seasickness.

2. THE BLACK GANG

Our first foreign port was Guantanamo, Cuba. In peacetime navy rigged awnings over the deck in the tropics. The bos'n's mate wanted to teach us recruits who was boss and he was giving us all a bad time. I looked back aft and there was a bunch of men flaked out under the awnings we had put up. I asked one of the old men, "who are those guys laying down back there?" He told me that they were the black gang – the engineers do not work in the tropics except in emergency. That night I met an old Chief Machinist Mate on deck and asked him how to get into the black gang. He told me I was talking to the right man. He wanted four recruits to transfer in, so I got my three buddies and we all went to the engine room and fire room. (Understand, I am not lazy. I just didn't like to rig awnings.)

3. THE NORTH ATLANTIC

The north Atlantic was the most horrendous physical duty of my six years in the navy. Also, it was the only time I even considered missing the ship intentionally. When they told us we had to make another trip to Iceland, most of us would have given anything to not have gone. Anything you did on topside, you risked you life. You could not eat or sleep in a normal manner. You had to strap yourself in your bunk. On the mess deck, they sometimes just strapped large pans of boiled potatoes, beef, and bread on the tables, and we walked by to grab some bread and meat for a sandwich, plus a cold potato to go. You then looked for some place to brace yourself while you ate.

In the engine room on the center line of the ship is an instrument that records the ship's roll. Once we went over to 69 degrees. When we got back to the Boston navy yard, they noticed the 69-degree reading and said that it was impossible. If you did that, you'd never get back up. We did. The men in the fire room said we dipped water in the stack. It was certainly not a pleasure cruise.

Few people knew that we were engaged in a sea war with German submarines at that time. Under the "rules" at that time, we could take convoys over to England, but as long as we did not go within a set distance from shore the German subs would not fire at our Navy ships. But when we got to Iceland, I believe it was the USS Kearny I saw there with a hole in her side from a torpedo.

4. INTO THE PACIFIC

Everyone was rather apprehensive about entering the war zone in the Pacific. It was certainly a new experience for all of us. It was like on-the-job training, but if you didn't do your job right you might all die. I really thought we would go right out, hunt down the enemy and slug it out. I had no conception of how much jockeying for a favorable position they had to do, and how important that would be for the pilots who had to find the enemy and then wonder if they had enough gas to make it back. It seemed like we sailed around day after day doing nothing but drills and staying alert. We set a record for 117 continuous days underway.

We would take oil from a tanker at sea and sometimes we'd even get mail. I was glad when we would go along side a British supply ship, because they would usually give us honey. The cooks would then make biscuits; a real treat. But when they gave us a bunch of mutton I could have shot them! There was even a story going around that General MacArthur had a sheep ranch in Australia and we were required to use so much mutton. When the cooks made mutton stew, I'd usually grab some Spam and bread and take it to the engine room.

5. THE BATTLE OF THE CORAL SEA

My battle station was on the lower deck on pump watch. I saw nothing that went on topside. It's hard to be a coward on a ship. A destroyer is only 327 feet long so you can't run anywhere, you just stay on your station and sweat a lot more than usual. You soon developed an attitude that the only thing you can do is your particular job and you hope everyone else does his. If any man fails to do his task, it can cost the ship and many lives.

After the battle was over I went down and went to bed. The Lexington had been badly damaged, but they made some repairs and I believe were making 15 knots. I had just gotten to sleep when someone woke me up and asked me if I wanted to see the Lexington go down. I thought he was kidding, but went topside and there it was, a mass of flames. They were abandoning

ship, and we had a boat in the water to pick up survivors. If I remember right, we lost that boat and its crew. The destroyer Morris was in close to the carrier, and when planes started exploding they backed out so fast it

tore a section of the bridge off. The Hammann then moved in close and continued to pick up survivors.

After the battle we were all low on oil and the Japs had sunk our tanker, so we had to lay in port at the Tonga Islands to wait for another tanker. After we had refueled and headed for Pearl, we knew the YORKTOWN had been badly damaged so we figured we would all get a nice long rest. However, we thought it odd that they brought some engineers out to meet the Yorktown while it was still underway for Pearl. Midway was beckoning.

6. MIDWAY

We were reluctant about going out to the Midway area. We knew something big was about to happen but they didn't tell us what it was until after we got underway. It was still like on-the-job training for us. The Japs had done some of this before, but we had not. It seemed to me that one of the most tragic mistakes was not really testing our torpedoes. I remember we would put a dummy warhead on them, and then we'd retrieve them with a boat after they were fired. We never really gave them a true test. I believe

at the time they said they cost \$12,500 dollars. That would have been a pittance compared to the value of a real test.

At my battle station below decks, the only thing that made you aware of the battle was the frenzy of speed. If their bombs missed the carrier and we had a near miss, you might feel the jar. We were elated when we heard the results of the battle. I was on the IJV phones, which was the communication between the bridge and the engine room, and what little I could hear during the battle was rather discouraging. But it was hard to believe the final reports.

When they passed the word on Yorktown to abandon ship, we pulled in close to pick up the survivors. I understand that the carrier's skipper, Captain Buckmaster caught a lot of criticism for abandoning ship too soon. Monday morning quarterbacking is awfully easy, but with the number of lives involved and the condition of the ship, I thought he made the right decision. After all, less than a month before we saw what developed with the Lexington, which according to what I'd seen, was abandoned in better shape than the Yorktown.

Commander True, Hammann's skipper, gathered some of the Yorktown's men that we'd picked up to go back aboard the carrier to see if they could save it. Hammann tied up to the injured ship so we could furnish electric power and fire hoses to fight the fires that were still burning. When the Hammann was torpedoed, that's why we sank so fast: with all those cables and hoses passing through open hatches and doors, we had no watertight integrity whatever. I have read that we sank anywhere from 90 seconds to 4 minutes. I have always said it was Navy peacetime regulations that sank the Hammann. The Navy had a regulation that if you were dead in the water for so long and it was not practical to jack the main engines by hand, then you must close the main bulkhead steam stop and engage the mechanical jacking gear. Now this was fine in peacetime so that you didn't warp the main turbines, but it should have been ignored at Midway. I still say if Hammann had been on that picket line, we would have picked up that submarine. Our sonar men were really good. I have not heard to this day a satisfactory explanation why it was not detected. We never knew the sub was there until they saw the wake of the torpedoes. I have read where the Jap commander said he got inside the

picket line, was too close and had to go out and come in again. I will have to give the Jap commander "G" for guts. It should never have happened.

All morning I had manned the foam generator to fight fire on the Yorktown. We had a twin cartridge unit in order to switch back and fourth to replace one cartridge while the other was being expended. The crew on the 8-12 morning watch was there and I remember the Chief of the Watch was just pacing back and forth with an agitated look on his face, and I saw something hard to believe. Enlisted men were never to touch a commissioned officer and vice-versa, but the engineer, Mr.Ray, walked around in front of the chief, took him by the shoulders, looked him right in the eye and said "Chief, settle down. There is nothing to worry about. If anything should happen we have a tug out here that can pull us out of here at a moment's notice." I do not believe Mr. Ray saw me there or he would have called the chief to one side first. The chief did not want to close that bulkhead steam stop. I thought Mr. Ray was correct. I felt just as safe as if I was standing out in the middle of a Kansas wheat field. Within six hours Mr. Ray was dead. The next time I saw the chief he was sitting in a bar called "The Lodge" at the corner of Turk and Larkin street in San Francisco and he was wearing a Warrant Officer's uniform.

7. LOSS OF THE HAMMANN

I had the 1600 to 2000 watch and had been on pump watch on the lower deck about 10 minutes when I heard the 20 mm guns firing and thought, my god, is it an air raid? I thought sure there were no more enemy carriers in the area. The bridge rang up emergency astern but of course there was no steam. At that moment a torpedo hit and things flew everywhere. It was instant darkness, the generators were probably thrown out of alignment and stopped immediately. I am sure there was a second torpedo hit, or one that went off underneath Hammann and that's probably what broke the keel. I don't remember hearing abandon ship; it was obvious that we'd have to. They always said wear your life jacket at all times, but few if any did. I always hung mine on the hand rail and said I would grab it as I go up the ladder. Didn't happen. When I got topside it suddenly occurred to me I had no life jacket. I saw a great big black lump on the deck and it dawned on me that it was the life jackets that the Yorktown survivors had left there. They were completely covered with old black oil from our ruptured the fuel oil tanks. I rammed my hand into the mess as far as I could and pulled one out. Saints be praised, it was a good one.

I started aft and went from port to starboard at mid ship, and this put me directly under our nest of torpedo tubes. Now, I knew next to nothing about them but there was a cable that ran from the torpedo back to the tube. I asked a torpedoman what that was for, and he told me that when a torpedo is fired, the cable pulls a metal strip out of the torpedo, which arms it. All the cables had been pulled. The torpedo motors were running wide open and made a hell of a noise, and I thought if they had magnetic warheads they could go off any time.

I ran for the stern and it was already rising out of the water. I saw a torpedoman who was checking the safety settings on the depth charges. I jumped. I will never be able to describe the feeling at that time. If you jump in the ocean, the ship could suck you down or if it blew up it would probably kill you, but if you ride the ship down you knew damn well you were dead. It did not take long to decide. Four of us jumped at the same time. The ship had started sliding bow first and we all yelled for the torpedoman to jump, but it was too late. At about that instant there was a terrific explosion. Great walls of water and fuel oil rolled over us and about the time you caught your breath and wiped the oil out of your eyes another wave would hit you. I nearly drowned. I remember saying to myself "Mildred your little brother will never be 22." Mildred was my older sister. My birthday

8. RESCUE

One of the men near me in the water said that I had blood running out of my nose, ears, and mouth. I told him, "so what, you have too." I finally got ahold of a raft and hung on until the USS Benham picked us up. The Benham had rigged cargo nets over the side for us to climb aboard. Now, a rope cargo net is not the easiest thing to climb when you're in good condition, which I obviously wasn't. I made it almost to the top and just gave out. Another Hammann fireman, Carl Hunstein, pulled me aboard and laid me down by the fire room hatch, then sat down on the other side. The next day I asked someone where Carl was, and they told me he was dead. I said that I knew better, because he'd saved me from falling back into the ocean while trying to get aboard. Apparently, immediately after that he had just sat down and died of his injuries.

I was placed on a stretcher, and noticed that the Benham's crew dumping dead bodies over the side. When they were ready to send one over, they would blow a whistle and everyone was supposed to come to attention. My stretcher bearers set me down right in line with the dead bodies. I let them know I was still alive!

When the Benham started for Pear Harbor they went up to flank speed, and when you do that on a destroyer the crews' quarters really shakes. They hought the main thing was to get us to the hospital, but finally a doctor asked the Benham's captain to slow down because the vibration was killing the men. The doctors had no experience with the kinds of injuries we had sustained, so they opened up one of the dead men in order to see what they were dealing with. They said their intestines looked like they had been shot with buckshot and were full of holes. One of the injured men gave his keys to another sailor and told him if they didn't do something for him soon, he was going to jump over the side. The next morning at roll call, he wasn't there.

9. A DESTROYER BY CHOICE

When we got to Pearl, Admiral Nimitz was there to greet us. They sent me up to a mobile hospital called the Red Hill, and I was there about two weeks. Then, it was back to Treasure Island (San Francisco Bay) for reassignment. There was a new ship ready to go into commission, and they said all who wanted to stay together could go aboard. Our new ship was the USS Gansevoort, DD 608

U.S.S. <u>Hammann</u> (DD-412)

<u>List of Officers</u>, June 6, 1942¹

*TRUE, Arnold Ellsworth	<u>Rank</u> CDR	<u>Branch</u> USN	<u>File #</u> 056888	<u>Primary Duty</u> Commanding
**ELDEN, Raiph Waldo	LT	USN	070255	X.O./Navigator
**RAY, Martin Hasset, Jr.	LT	USN	0 73 598	Engineer Off.
*HARTIGAN, Charles Conway, Jr.	LTjg	USN	081 046	Gunnery Off.
**ELMES, Clyde Collsmore, Jr.	ENS	USN	100360	Asst. Gunnery
**LOVERING, William Bacon	ENS	USNR	096085	Communications
**ENRIGHT, Robert	ENS	USNR	096592	1st Lieutenant
**WOODRUFF, James Gordon	ENS	USNR	085574	Commissary
**PURVIS, Roy Wallingford	ENS	USNA	097887	Sound Officer
**CHAPMAN, Charles Edmund	ENS	USNR	102155	Asst. Engineer
**HOLTON, Raiph Lee	ENS	USN	123678	Torpedo Off.
*SMITH, Bert	ENS	USN	1159 3 9	Disbursing
PETERSON, John H.	(SC) LTjg (MC)	USNR		Medical Off.
**DAVIS, Marvin Burton	W.O.	USN	198012	Machinist

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E. A. Wilde, Jr. March, 2004

¹ Compiled from a list of casualties (see below) and the <u>Benham</u>'s deck log for 6/9/42 which lists the <u>Hammann</u> survivors put ashore at Pearl Harbor. Primary duty assignments were obtained from the List of Officers for March, 1942, included with the <u>Hammann</u>'s deck logs and correspondence in the ship's Casualty Assistance Branch folder at Archives II, College Park, Maryland (Record Group 24).

^{*} Wounded (** Killed) when <u>Hammann</u> was sunk on June 6, 1942, according to a machine-generated list of casualties at Archives II in the "Battle Books" (RG 24) prepared by BuPers after the war listing casualties by battle/campaign by ship.

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U.S.S. <u>Hammann</u> (DD-412)

Muster Roll of the Crew, June 6, 19421

**ALBRECHT, Charlie Martin	359-77-06	MM1 c
*ALLISON, Willie Virgil	295-72-66	GM3c
*AMATO, Emanuel George	402-65-69	MM1 c
*ANDERSON, Edward Peter	265-83-49	F1 c
**ANDERSON, Venoy Merrill	660-05-09	F3c
AUTON, Corum E.	337-54-61	5C3c
*BACON, Bert	320-84-12	CCS
**BALLARD, Robert John	360-21-10	51 c
BANKS, Guy Lancelot	261-73-45	CPhM
*BAUMGARTNER, Max Douglas	300-31-31	S1 c
**BEASLEY, Douglas Lee	382-28-78	RM3c
**BEITZ, Carl Owen	<i>321 -62-19</i>	52 c
BERNING, Raymond Arthur	341-83-04	WT1c
**BIERI, Harry Vernon	341 -81 -08	AFCMA
BIRDSINGER, Aaron Frederick	k 238-39-12	₩T1c
**BLECHER, Kermit Rastus	272-01-13	BM1 c
**BOLTON, Jack Brixey	<i>381 -36-3</i> 0	F1c
BOOTH, Robert Grady, Jr. **BOUCK, Warren Charles	<i>268-5</i> 4-96	EM3c
**BOUCK, Warren Charles	238-39-41	MM1 c
**BRAMSTEDT, Henry John	381 - 36-38	51 c
BROOME, Donald Fredric	321 -44-03	SK3c
*BROWN, John Michael	24 3- 63-20	EM2c
BUSSLER, Nathan L.	279 - 57 - 45	MM2c
**BUSSO, Frank	223-51-23	₩T2c
CARISLE, Jack Calvert	634-01-17	F3c
**CARLSON, Daniel William	299-02 - 98	CMM
CHAWLCRAFT, Norman Junior	311-74-36	F3c
**CLARK, Harold	<i>223</i> - 50 - 48	SM2c
CLARK, Willard Elery	<i>33</i> 7-61 -91	F2c
COX, Holt Forest	266-03-92	S1 c
**CRACRAFT, Arthur Levi	<i>368-52-28</i>	FCM3c
CRAWFORD, Alfred Stevenson	265-79 - 69	MM1 c
CRAWFORD, Alonza, Jr.	<i>274-39-37</i>	MA1 C
*CRONIN, James Gordon	201-61-14	MM1 c
*CUNNINGHAM, James Harrison	258-28-05	<u>51 c</u>
**DAILEY, Jim	438-20-49	CK1 c
DALEY, Wilbur John	620-00-48	F2c
DECHERT, James Albert	299-65-73	WT2c
DE MELLO, Harold Daniel, Jr.		51 c
*DEVLIN, Robert Paul	328-91-81	F3c
**DIBACCO, Vincent Joseph	243-80-82	52 c
**DOBBINS, Albert James	287 - 35 - 10	51 c
DOHERTY, Francis Cornelius **DOZIER,. Paul Pittman, Jr.	<i>380-84-97</i>	TM3c
DUERR, Myron John	268-78-87	S2c
DYER, Marvin Edward	299-82-31	TM2c
ERICKSON, Carl Howard	268-33-00	MM2c
EVANS, Linton Stevens	22 3- 49 - 87	SF2c
**FENTON, Willard Chapman	268 -33- 44	EM1 c
FISHBURN, Harry Edward	223-49-42	TM2c
FITZGIBBON, Raymond James	668-09-32	S2c
naymona oames	24 3- 61 - 95	Bmkr2c

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*FUGATE, Woodrow Wilson	287 - 26-64	RM1 c
FUSSELMAN, Paul Truman	<i>320-83-8</i> 7	SCI c
*GARDNER, Charles Leslie	368-61-47	\$2 c
**GESELL, Walter Alfred	321-38-69	S1 c
GILLETTE, Almon Fleming	393-22-93	BM2c
GUGELMAN, Alvin LeRoy	342-18-17	F1 0
	342-43-51	S1 c
*HARBERTS, Merlin Mattill	_	S1 c
**HARVEY, Harold Milburn	356-39-40	
**HAWKINS, Sidney Percy	382-28-21	F2c
**HENDRICKS, Jesse I.	670-03-25	S2c
HENDRICKS, John Rodney	320-53-16	CTM
**HENDRIX, Walter Powell	624-19-69	S2 c
**HERRMANN, Clarence Albert	<i>393-50-43</i>	S2c
HILL, James Hughlon	261 -65-41	CEM
**HIRZY, Joseph Frank	<i>33</i> 7- <i>5</i> 7-29	F3c
HOLCOMB, Jerimiah Columbus	<i>383-08-</i> 90	S2c
*HOLT, Jack Lewis	368-35-56	QM2c
*HOLTZ, Charles Leonard	300-41-50	S2c
*HOWELL, Dorman Alford	360-55-42	S2c
**HUNSTEIN, Carl John	337-22-64	F1 c
*HUNTER, Jack Lentus	616-11-54	S2c
HURLEY, Floyd Martin	321 -68-62	F2c
** IASON Albort Stanloy	243-62-90	BM2c
**JASON, Albert Stanley		
**JAYSON, David	403-49-03	RM2c
*JEFFRIES, George Elvert	295-10-57	CEM
*JELESNANSKY, Robert George	283-26-20	GM2c
*JENDA, John Alexander	283-26-68	MM2c
*JENSEN, Albert Julius	<i>316-09-32</i>	CRM
**JOHNSON, Ernest Raiph	368-09-87	WT1 c
*JOHNSON, Herman Stoddard	<i>368-61-59</i>	GM3c
*JONES, Edgar Elmo	<i>337-57-38</i>	F2c
*JONES, Elmer Lyle	342-18-25	F1 c
**JONES, Marshall William	<i>337-25-94</i>	<i>B</i> 2c
**KAATZ, Albert Henry *KALAR, Norman Banks, Jr.	624-19-77	<i>52 c</i>
*KALAR, Norman Banks, Jr.	243-49-54	MM2c
**KAPP, George Wilson, Jr.	243-63-19-	Cox
KEIPER, Carl Harold	<i>283-53</i> -65	S1 c
*KIGER, Luther Willard	311-69-06	S1 c
**KIMBREL,Berlyn Marconi	355-91 -31	TM1 c
*KINSLOW, Robert Alexander	<i>356-73-53</i>	S2c
KLINE, Jeremiah Edward John	311-31-29	MM2c
*KLINE, Lawrence J.	311-47-30	F2c
KLUG, Delmer Howard	411-15-59	S2c
KNIGHT. William~Weldon	616-11-49	S2c
**KNUTH Donald	337-50-83	S2c
KOGER. Carl Raymond	616-16-04	S2c
*KOLLAR. Michael John	283-53-62	52 c
KOGER, Garl Raymond *KOLLAR, Michael John **KORMAN, Frank	266-04-87	FCM3c
KUENZIRGER, Edward Arthur	300-41-72	S1 c
LAMBERT, William Francis, Jr.		SC2c
**LAND, Harold Clifford	<i>356-73-49</i>	AS
LANE, Maurice Eugene	401-41-53	PhM3c
*LAURENDEAU, Wilfred	380-32-31	CQM
· LAUNEMBERU, # III FBU	J00-J2-J1	Get ia

**MORGAN, Henry Morris 376-25-52 \$2c **MORTON, Seldon Edward 376-49-81 \$2c **MULHAIR, James Joseph 316-84-55 F3c *MURDOCK, Joseph Don 368-61-63 \$2c *MURDOCK, Levi 342-55-55 \$2c MURPHY, Elmer Dean 360-14-13 MA1c **NATZKE, Leonard Frank 300-61-86 \$2c NEAL, James William 658-08-54 \$2c NELSON, Roy Thomas 662-20-89 \$2c **ICKEL, Charles William 283-26-72 \$K2c **OBRIEN, Thomas Francis 402-82-38 FCM2c **OONNELL, William D., Jr. 212-40-50 C\$K **OEHLER, Victor William 662-20-23 \$2c OLIVER, Robert Patrick 300-61-74 \$2c **OPDENCAMP, William 223-50-24 FCM2c **OWENS, Glenn Franklin 610-09-95 \$2c PAGE, Joseph Stewart 279-36-18 CM1c **PARRAMORE, Robert Travis 268-97-97 F3c PATTERSON, Richard Hubert 411-35-08 \$2c PERRY, Frank Vincent 602-02-99 \$2c PERRY, Kenneth Rolland 376-25-78 \$2c PERRY, Kenneth Rolland 376-25-78 \$2c			
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**LEGRANT, Charles Clinton LEIGH, Robert Blair LEIPPRANDT, Carl Fred LENZ, Henry Alwin **LONGTIN, Alfred Junior **LONGTIN, Alfred Junior AMAGINNIS, Charles Oliver MARTIN, James Mark MARTZ, Leslie Keith AMATSON, Francis Marion **MAYO, Dallas Rozell **MAYO, Dallas Rozell **MC CASKILL, Daniel Eugene **MC CASKILL, Daniel Eugene **MC CAREN, Walter Gordon **MC MAHON, Kenneth Eugene MC MAHON, Leon Leslie **MC SHANE, Willard Gorner MERCIER, Arnold Julian **MIESZKOWSKI, Joseph James **MITTHELL, Harold **MONTI, Leonard Basil **MONTI, Leonard Basil **MORTON, Seldon Edward **MORTON, Seldon Edward **MURADOCK, Joseph Don **MURADOCK, Joseph Don **MURADOCK, Joseph Don **MURADOCK, Levi MURPHY, Elmer Dean **NATZKE, Leonard Frank NEAL, James William NEAR JOSEPH NETTHERSON, Richard Hubert NEARRAMORE, Robert Patrick NEARRAMORE, Robert Pat			
LEIGH, Robert Blair LEIPPRANDT, Carl Fred LENZ, Henry Alwin **LONGTIN, Alfred Junior **LYON, Thomas Frank MAGINNIS, Charles Oliver **MARTIN, James Mark **MARTIN, James Mark **MARTSON, Francis Marion **MG CASKILL, Daniel Eugene **MG COY, Joseph Chester MC CAREN, Walter Gordon **MC CHAREN, Walter Gordon **MC SHAND, Leon Leslie **MC CHAREN, Walter Gordon **MESZKOWSKI, Joseph James **MITCHELL, Harold **MONTI, Leonard Basil **MONTON, Seldon Edward **MORDOK, Joseph Don **MURDOCK, Levi MURPHY, Eimer Dean **MURDOCK, Levi MURPHY, Eimer Dean **MORTAN, William D., Jr. **OBRIEN, Thomas Francis **OBRIEN, Thomas Francis **OBRIEN, Thomas Francis **OBRIEN, Thomas Francis **OPENCAMP, William **ORENS, Glenn Frank **OCHER, Robert Patrick **OONNELL, William **ORENS, Glenn Frank In 662-20-23 **COLVER, Robert Patrick **OONNELL, William **OBENCAMP, William **OSCHAREN, Richard Hubert **PARRAMORE, Robert Travis **ARTING, Robert Oven **PEARIST, Kenneth Rolland **PEARIST, Frank Vincent **PEARY, Frank Vincent **PEARY, Frank Vincent **PEARY, Frank Vincent **PICKERING, Robert Oven **PLA 135TED, Jay Edwin **PLA 135TED, Jay Edwin **TECHORS-55 **FECCAMPACE **CONDAILS AND Edward **C	**LEGRANT, Charles Clinton		-
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**LONGTIN, Alfred Junior **LYON, Thomas Frank MAGINNIS, Charles Oliver MARTIN, James Mark MARTIN, James Mark MARTIN, James Mark MARTIN, Leslie Keith MARTON, Francis Marion MAYO, Dallas Rozell MAYO, LeRoy Thomas MMC CASKILL, Daniel Eugene MMC CASKILL, Daniel Eugene MMC COY, Joseph Chester MMC CASKILL, Conselve Mare MAHON, Kenneth Eugene MMC MAHON, Kenneth Eugene MMC MAHON, Kenneth Eugene MMC MAHON, Leon Leslie MMC SHANE, Willard Gorner MMERCER, Clyde Leon MERCER, Arnold Julian MMIESZKOWSKI, Joseph James MMITCHELL, Harold MMONTGOMERY, Donald MMONTGOMERY, Donald MMONTONE, Seldon Edward MMCHAIR, James Joseph MMULHAIR, James Joseph MMULHAIR, James Joseph MMURDOCK, Levi MURDOCK, Levi MURDOCK, Levi MURPHY, Elmer Dean MMALSON, Roy Thomas MALSON, Roy Thomas MALSON, Roy Thomas MALSON, Roy Thomas MALSON, Robert Patrick MOENS, Glenn Franklin PAGE, Noseph Sec MALCE, Charles William MMCCALLE, WI	LENZ. Henry Alwin		
**LYON, Thomas Frank MAGINNIS, Charles Oliver MARTIN, James Mark MARTIN, Jesile Keith MARTZ, Lesile Keith MARTSON, Francis Marion MAYO, Dallas Rozell MAYO, LeRoy Thomas MAG CASKILL, Daniel Eugene MG CASKILL, Daniel Eugene MG COY, Joseph Chester MG LAREN, Walter Gordon MERCER, Clyde Leon MERCER, Clyde Leon MERCIER, Arnold Julian MHIESZKOWSKI, Joseph James MONTI, Leonard Basil MONTON, Seldon Edward MMORGAN, Henry Morris MMORGAN, Henry Morris MMORGAN, Joseph Don MMURDOCK, Levi MURDOCK, Levi MURDOCK, Levi MURDOCK, Levi MURDOCK, Core MURDOCK MURDOCK MURDOCK MURDOCK MURDOCK MURDOCK MURDOCK MURDOCK MURDO	*LONGTIN. Alfred Junior		
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MARTIN, James Mark MARTIN, Leslie Keith MARTSON, Francis Marion *MAYO, Dallas Rozell *MAYO, Leroy Thomas *MG CASKILL, Daniel Eugene *MG CASKILL, Joseph Chester *MG CASKILL, Waiter Gordon **MG CASKILL, Waiter Gordon **MAHON, Leon Leslie **MG CASKILL, Harold **MATCHELL, Harold **MAHON, Leon Leslie **MATCHELL, Harold **MG CASKILL, Harold **MAHON, Leon Leslie **MATCHELL, Harold **MG CASKILL, Harold **MG CASKILL, Harold **MG CASKILL, Waiter James **MORTIN, Seldon Edward **MURDOCK, Levi **MURDOCK, Levi **MURDOCK, Joseph Don **A68-61-95 **CONNELL, William 658-08-54 \$2c **MURDOCK, Levi **OBRIEN, Thomas Francis **OPDENCAMP, William 223-50-24 **OPDENCAMP, William 223-50-24 **OPDENCAMP, William **OONIELL, William 223-50-24 **OPDENCAMP, William **OONIELL, William **OO	MAGINNIS. Charles Oliver		=
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**MATSON, Francis Marion 250-48-78 SM3c **MAYO, Dalias Rozell 272-29-79 Sf3c **MC CASKILL, Daniel Eugene 238-50-16 **MC CLELLAN, Forrest Glen 393-51-43 **S1c **MC COY, Joseph Chester	MARTZ, Leslie Keith		
*MAYO, Dallas Rozell *MAYO, LeRoy Thomas *MG CASKILL, Daniel Eugene *MG CASKILL, Daniel Eugene *MG CASKILL, Daniel Eugene *MG CASKILL, Daniel Eugene *MG COY, Joseph Chester *MC COY, Joseph Chester *MC LAREN, Walter Gordon *MC MAHON, Kenneth Eugene *MC MAHON, Kenneth Eugene *MC MAHON, Leon Leslie *MC SHANE, Willard Gorner *MC SHANE, Willard Gorner *MC SHANE, Willard Gorner *MERCIER, Arnold Julian *MIESZKOWSKI, Joseph James *MITCHELL, Harold *MONTIONERY, Donald *MONTIONERY, Donald *MONTIONERY, Donald *MONTON, Seldon Edward *MURADOCK, Joseph Don *MURDOCK, Joseph Don *MURDOCK, Levi *MURDOCK, Levi *MURDOCK, Levi *MURDOCK, Levi *MURDOCK, Levi *MURDOCK, Levi *MURPHY, Elmer Dean **NATZKE, Leonard Frank *NELSON, Roy Thomas **OBRIEN, Thomas Francis **OBRIEN, Thomas Francis **OBNIEN, Thomas Francis **OBNIEN, Thomas Francis **OBNIELR, Victor William **OBRIEN, Thomas Francis **ODONNELL, William **ORERIEN, Thomas Francis **ODONNELL, William **ORERIEN, Thomas Francis **OPPENCAMP, William **OPPENC	*MATSON, Francis Marion		_
MAYO, LeRoy Thomas *MG CASKILL, Daniel Eugene *MG CLELLAN, Forrest Glen *MC COY, Joseph Chester *MC LAREN, Walter Gordon **MC MAHON, Kenneth Eugene *MC SHANE, Willard Gorner **ME SHANE, Willard Gorner **MERCER, Clyde Leon **MERCIER, Arnold Julian **MITCHELL, Harold **MONTI, Leonard Basil **MORGAN, Henry Morris **MURDOCK, Joseph Don **MURDOCK, Levi *MURDOCK, Levi **MATZKE, Leonard Frank **NATZKE, Leonard Frank **OONNELL, William D., Jr. **OODNELL, William D., Jr. **OODNELL, William 233-50-24 **OODNELL, William 233-50-24 **OPDENCAMP, William 233-50-24 **OPDENCAMP, William 233-50-74 **OPDENCAMP, William 233-25-75 **CMERCY, Robert Travis 268-97-97 **PERRY, Frank Vincent 602-02-99 **PERRY, Kenneth Rolland 376-25-78 **CPLAISTED, Jay Edwin 376-25-57 **20 **PLAISTED, Jay Edwin 376-25-57 **22 **PLAISTED, Jay Edwin 376-25-57 **26 **MAZC **PLAISTED, Jay Edwin 376-25-57 **26 **MACC **PLAISTED, Jay Edwin 376-25-57 **26 **PLAISTED, Jay Edwin 376-25-57 **26 **MACC **PLAISTED, Jay Edwin 376-25-57 **26 **MACC **PLAISTED, Jay Edwin 376-25-57 *Conney Edw	*MAYO, Dallas Rozell		- · · - -
**MC CASKILL, Daniel Eugene	*MAYO, LeRoy Thomas		
*MG CLELLAN, Forrest Gien *MC COY, Joseph Chester MC LAREN, Walter Gordon *MC LAREN, Walter Gordon *MC MAHON, Kenneth Eugene MC MAHON, Leon Leslie *MC SHANE, Willard Gorner MERCER, Clyde Leon MERCIER, Arnold Julian *MIESZKOWSKI, Joseph James *MITCHELL, Harold *MONTI, Leonard Basil *MONTON, Seldon Edward *MORGAN, Henry Morris *MURDOCK, Joseph Don *MURDOCK, Levi MURPHY, Elmer Dean *MATZKE, Leonard Frank NELSON, Roy Thomas *MICKEL, Charles William *MCSANPH, Thomas Francis *MONTER, Victor William *MONTER, Victor William *MONTER, Joseph Stewart *MONTER, Robert Travis *MONTER, Seldon Edward *MONTER, Joseph Stewart *MONTER, Victor William *MONTER, Victor William *MONTER, Glenn Franklin PAGE, Joseph Stewart *MONTER, Robert Travis *MONTERSON, Richard Hubert *MONTERSON, Richard *	*MC CASKILL. Daniel Eugene		
**MC COY, Joseph Chester MC LAREN, Walter Gordon **MC MAHON, Kenneth Eugene MC MAHON, Leon Leslie **MC SHANE, Willard Gorner MERCER, Clyde Leon MERCIER, Arnold Julian **MIESZKOWSKI, Joseph James **MITCHELL, Harold **MONTGOMERY, Donald **MONTGOMERY, Donald **MONTON, Seldon Edward **MULHAIR, James Joseph **MURDOCK, Levi MURDOCK, Levi MURDOCK, Levi MURDOCK, Levi MURDOCK, Levi MURHY, Elmer Dean **NATZKE, Leonard Frank NEAL, James William **NATZKE, Leonard Frank NEAL, James William **NORSIEN, Thomas Francis **OOONNELL, William D., Jr. **OOONNELL, William G62-20-23 **OONNELL, WILLI	*MG CLELLAN. Forrest Glen		
######################################	*MC COY, Joseph Chester		- -
**MC. MAHON, Kenneth Eugene MC MAHON, Leon Leslie *MC SHANE, Willard Gorner MERCER, Clyde Leon MERCER, Clyde Leon MERCIER, Arnold Julian *MIESZKOWSKI, Joseph James *MITCHELL, Harold *MONTGOMERY, Donald *MONTGOMERY, Donald *MONTON, Seldon Edward *MORGAN, Henry Morris *MULHAIR, James Joseph MULHAIR, James Joseph MURDOCK, Levi MURPHY, Elmer Dean *MATZKE, Leonard Frank NEAL, James William NELSON, Roy Thomas *MICKEL, Charles William NELSON, Roy Thomas Francis *OOONNELL, William D., Jr. *OOONNELL, William OLIVER, Robert Patrick *OOONNELL, William PAGE, Joseph Stewart *PARRAMORE, Robert Travis PAGE, Joseph Stewart *PARRAMORE, Robert Travis PERRY, Frank Vincent PERRY, Kenneth Rolland PERRY, Kenneth Rolland PICKERING, Robert Owen PLAISTED, Jay Edwin *76-25-57 *Toch MH20-04-71 *MA10 207-23-14 MM20 208-61-96 S20 S20 S20 S20 S20 S20 S20 S2	MG LAREN, Walter Gordon		
######################################	**MC MAHON. Kenneth Eugene		
MC SHANE, Willard Gorner MERCER, Clyde Leon 385-85-26 MA1c MERCER, Arnold Julian 207-23-14 MM2c **MIESZKOWSKI, Joseph James 300-61-96 F3c **MITCHELL, Harold 368-61-19 F2c **MONTGOMERY, Donald 360-33-74 S1c **MONTI, Leonard Basil 614-04-71 MoMM.MORGAN, Henry Morris 376-25-52 S2c **MORTON, Seldon Edward 376-49-81 S2c **MULHAIR, James Joseph 316-84-55 F3c **MURDOCK, Joseph Don 368-61-63 S2c **MURDOCK, Levi 342-55-55 S2c **MURPHY, Elmer Dean 360-14-13 MA1c **NATZKE, Leonard Frank 300-61-86 S2c NEAL, James William 658-08-54 S2c NEAL, James William 658-08-54 S2c **OBRIEN, Thomas Francis 402-82-38 FCM2c **OBRIEN, Thomas Francis 402-82-38 FCM2c **OCHLER, Victor William 662-20-23 S2c **OCHLER, Victor William 662-20-23 S2c **OPDENCAMP, William 223-50-24 FCM2c **PARRAMORE, Robert Travis 268-97-97 F3c PATTERSON, Richard Hubert 411-35-08 S2c PERRY, Frank Vincent 602-02-99 S2c PERRY, Kenneth Rolland 376-25-78 S2c PERRY, Kenneth Rolland 376-25-78 S2c PERRY, Kenneth Rolland 376-25-78 S2c PICK, John Joseph 258-12-82 Y1c PICK, John Joseph 258-12-85 F2c	MC MAHON. Leon Leslie		
MERCER, Clyde Leon MERCIER, Arnold Julian *MIESEKOWSKI, Joseph James **MITCHELL, Harold **MONTGOMERY, Donald **MONTI, Léonard Basil **MONTI, Léonard Basil **MORGAN, Henry Morris **MORTON, Seldon Edward **MULHAIR, James Joseph **MURDOCK, Joseph Don **MURDOCK, Levi **MURPHY, Elmer Dean **NATZKE, Leonard Frank NEAL, James William **NATZKE, Leonard Frank NEAL, James William **OBALEN, Thomas Francis **OBRIEN, Thomas Francis **OOONNELL, William D., Jr. **OEHLER, Victor William **OHLER, Victor William **OHLER, Victor William **OPDENCAMP, William **OP	*MC SHANE. Willard Gorner		
## IESZKOWSKI, Joseph James 300-61-96 F3c 300-61-96 F3c 300-61-96 F3c 300-61-96 F3c 300-61-96 F3c 368-61-19 F2c 36	MERCER. Clyde Leon		
**MIESZKOWSKI, Joseph James 300-61-96 F3c **MITCHELL, Harold 368-61-19 F2c **MONTGOMERY, Donald 360-33-74 S1c **MONTI, Leonard Basi! 614-04-71 MoMM. **MORGAN, Henry Morris 376-25-52 S2c **MORTON, Seldon Edward 376-49-81 S2c **MULHAIR, James Joseph 316-84-55 F3c **MURDOCK, Joseph Don 368-61-63 S2c **MURDOCK, Levi 342-55-55 S2c MURPHY, Elmer Dean 360-14-13 MA1c **NATZKE, Leonard Frank 300-61-86 S2c NEAL, James William 658-08-54 S2c NELSON, Roy Thomas 662-20-89 S2c **OBRIEN, Thomas Francis 402-82-38 FCM2c **OBRIEN, Thomas Francis 402-82-38 FCM2c **OOONNELL, William D., Jr. 212-40-50 CSK **OOONNELL, William 662-20-23 CSK **OPDENCAMP, William 223-50-24 FCM2c **OPDENCAMP, William 223-50-24 FCM2c **OPDENCAMP, William 223-50-24 FCM2c **OWENS, Glenn Franklin 610-09-95 S2c PAGE, Joseph Stewart 279-36-18 CM1c **PARRAMORE, Robert Travis 268-97-97 F3c PATTERSON, Richard Hubert 411-35-08 S2c PEARCE, Burnie Neal 337-25-97 F1c PERRY, Frank Vincent 602-02-99 S2c PERRY, Kenneth Rolland 376-25-78 S2c PERRY, Kenneth Rolland 376-25-78 S2c **PLAISTED, Jay Edwin 376-25-57 F2c	MERCIER, Arnold Julian		
**MITCHELL, Harold			
**MONTGOMERY, Donald 360-33-74 S1c **MONTI, Leonard Basil 614-04-71 MoMM. **MORGAN, Henry Morris 376-25-52 S2c **MORTON, Seldon Edward 376-49-81 S2c **MULHAIR, James Joseph 316-84-55 F3c **MURDOCK, Joseph Don 368-61-63 S2c **MURDOCK, Levi 342-55-55 S2c MURPHY, Elmer Dean 360-14-13 MA1c **NATZKE, Leonard Frank 300-61-86 S2c NELSON, Roy Thomas 662-20-89 S2c **NICKEL, Charles William 283-26-72 SK2c **OBRIEN, Thomas Francis 402-82-38 FCM2c **OBRIEN, Thomas Francis 402-82-38 FCM2c **OONNELL, William D., Jr. 212-40-50 CSK **OOONNELL, William 662-20-23 S2c OLIVER, Robert Patrick 300-61-74 S2c **OPDENCAMP, William 223-50-24 FCM2c **OPDENCAMP, William 223-50-24 FCM2c **OWENS, Glenn Franklin 610-09-95 S2c PAGE, Joseph Stewart 279-36-18 CM1c **PARRAMORE, Robert Travis 268-97-97 F3c PATTERSON, Richard Hubert 411-35-08 S2c PATTERSON, Richard Hubert 411-35-08 S2c PERRY, Frank Vincent 602-02-99 S2c **PERRY, Frank Vincent 602-02-99 S2c PERRY, Kenneth Rolland 376-25-78 S2c **PICKERING, Robert Owen 201-65-64 RM2c **PLAISTED, Jay Edwin 376-25-57 F2c			
**MONTI, Leonard Basil			
**MORGAN, Henry Morris **MORTON, Seldon Edward **MULHAIR, James Joseph **MULHAIR, James Joseph **MURDOCK, Joseph Don **MURDOCK, Levi MURPHY, Elmer Dean **NATZKE, Leonard Frank NEAL, James William NELSON, Roy Thomas **OBRIEN, Thomas Francis **OONNELL, William D., Jr. 212-40-50 CSK **OEHLER, Victor William 662-20-23 OLIVER, Robert Patrick 300-61-74 **OWENS, Glenn Franklin 610-09-95 PAGE, Joseph Stewart 279-36-18 **OWENS, Gienn Franklin 610-09-95 PATTERSON, Richard Hubert 411-35-08 PERRY, Frank Vincent 602-02-99 PERRY, Kenneth Rolland 376-25-78 PERRY, Kenneth Rolland 376-25-78 PICA, John Joseph **PLAISTED, Jay Edwin 376-25-57 F2C	*MONTI, Leonard Basil		Момм3с
**MULHAIR, James Joseph *MURDOCK, Joseph Don *MURDOCK, Levi *MURDOCK, Levi *MURPHY, Elmer Dean **NATZKE, Leonard Frank **NATZKE, Leonard Frank **NELSON, Roy Thomas **NICKEL, Charles William **OBRIEN, Thomas Francis **OONNELL, William D., Jr. 212-40-50 **OEHLER, Victor William **OLIVER, Robert Patrick **OPDENCAMP, William **OWENS, Glenn Franklin **PARRAMORE, Robert Travis **PARRAMORE, Robert Travis **PARRAMORE, Robert Travis **PARRAMORE, Robert Travis **PERRY, Frank Vincent **PERRY, Frank Vincent **PERRY, Kenneth Rolland **PICKERING, Robert Owen **PLAISTED, Jay Edwin **16-84-55 **S2c 342-55-55 **S2c **S2c **PERRY, Frank Vincent **OCHOS **OFTICE ROBERT **PARRAMORE **PLAISTED, Jay Edwin **Sac	**MORGAN, Henry Morris		
**MULHAIR, James Joseph *MURDOCK, Joseph Don *MURDOCK, Levi *MURDOCK, Levi *MURPHY, Elmer Dean **NATZKE, Leonard Frank **NATZKE, Leonard Frank **NELSON, Roy Thomas **NICKEL, Charles William **OBRIEN, Thomas Francis **OONNELL, William D., Jr. 212-40-50 **OEHLER, Victor William **OLIVER, Robert Patrick **OPDENCAMP, William **OWENS, Glenn Franklin **PARRAMORE, Robert Travis **PARRAMORE, Robert Travis **PARRAMORE, Robert Travis **PARRAMORE, Robert Travis **PERRY, Frank Vincent **PERRY, Frank Vincent **PERRY, Kenneth Rolland **PICKERING, Robert Owen **PLAISTED, Jay Edwin **16-84-55 **S2c 342-55-55 **S2c **S2c **PERRY, Frank Vincent **OCHOS **OFTICE ROBERT **PARRAMORE **PLAISTED, Jay Edwin **Sac	**MORTON, Seldon Edward		
**MURDOCK, Joseph Don **MURDOCK, Levi 342-55-55 S2c MURPHY, Elmer Dean 360-14-13 MA1c **NATZKE, Leonard Frank 300-61-86 S2c NEAL, James William 658-08-54 S2c NELSON, Roy Thomas 662-20-89 S2c **NICKEL, Charles William 283-26-72 SK2c **OBRIEN, Thomas Francis 402-82-38 FCM2c **OOONNELL, William D., Jr. 212-40-50 CSK **OEHLER, Victor William 662-20-23 S2c OLIVER, Robert Patrick 300-61-74 S2c **OPDENCAMP, William 223-50-24 FCM2c **OWENS, Glenn Franklin 610-09-95 S2c PAGE, Joseph Stewart 279-36-18 CM1c **PARRAMORE, Robert Travis 268-97-97 F3c PATTERSON, Richard Hubert 411-35-08 S2c PEARCE, Burnie Neal 337-25-97 F1c *PERRY, Frank Vincent 602-02-99 S2c PERRY, Kenneth Rolland 376-25-78 S2c PFEIFER, Walter 311-31-24 MM2c PICA, John Joseph 258-12-82 Y1c *PICKERING, Robert Owen 201-65-64 RM2c *PLAISTED, Jay Edwin 376-25-57 F2c	**MULHAIR, James Joseph		
**NATZKE, Leonard Frank 300-61-86 S2c NEAL, James William 658-08-54 S2c NELSON, Roy Thomas 662-20-89 S2c **NICKEL, Charles William 283-26-72 SK2c **OBRIEN, Thomas Francis 402-82-38 FCM2c **OOONNELL, William D., Jr. 212-40-50 CSK **OEHLER, Victor William 662-20-23 S2c OLIVER, Robert Patrick 300-61-74 S2c **OPDENCAMP, William 223-50-24 FCM2c **OWENS, Glenn Franklin 610-09-95 S2c PAGE, Joseph Stewart 279-36-18 CM1c **PARRAMORE, Robert Travis 268-97-97 F3c PATTERSON, Richard Hubert 411-35-08 S2c PERRY, Frank Vincent 602-02-99 S2c PERRY, Kenneth Rolland 376-25-78 S2c PFEIFER, Walter 311-31-24 MM2c PICA, John Joseph 258-12-82 Y1c **PICKERING, Robert Owen 201-65-64 RM2c **PLAISTED, Jay Edwin 376-25-57 F2c	*MURDOCK, Joseph Don	_	
**NATZKE, Leonard Frank 300-61-86 S2c NEAL, James William 658-08-54 S2c NELSON, Roy Thomas 662-20-89 S2c **NICKEL, Charles William 283-26-72 SK2c **OBRIEN, Thomas Francis 402-82-38 FCM2c **OOONNELL, William D., Jr. 212-40-50 CSK **OEHLER, Victor William 662-20-23 S2c OLIVER, Robert Patrick 300-61-74 S2c **OPDENCAMP, William 223-50-24 FCM2c **OWENS, Glenn Franklin 610-09-95 S2c PAGE, Joseph Stewart 279-36-18 CM1c **PARRAMORE, Robert Travis 268-97-97 F3c PATTERSON, Richard Hubert 411-35-08 S2c PERRY, Frank Vincent 602-02-99 S2c PERRY, Kenneth Rolland 376-25-78 S2c PFEIFER, Walter 311-31-24 MM2c PICA, John Joseph 258-12-82 Y1c **PICKERING, Robert Owen 201-65-64 RM2c **PLAISTED, Jay Edwin 376-25-57 F2c	*MURDOCK, Levi		S2c
NATZKE, Leonard Frank NEAL, James William NELSON, Roy Thomas **NICKEL, Charles William **OBRIEN, Thomas Francis **OONNELL, William D., Jr. 212-40-50 **OEHLER, Victor William **OLIVER, Robert Patrick **OPDENGAMP, William **OWENS, Glenn Franklin PAGE, Joseph Stewart **PARRAMORE, Robert Travis 268-97-97 PATTERSON, Richard Hubert 411-35-08 PEARCE, Burnie Neal **PERRY, Frank Vincent **PERRY, Frank Vincent **PERRY, Kenneth Rolland **PICKERING, Robert Owen **PICKERING, Robert Owen **PLAISTED, Jay Edwin **OWENS, Glenn Joseph **PICKERING, Robert Owen **PLAISTED, Jay Edwin **OWENS GLEONARY **POPULATION SCC *OWENS GLEONARY ***OWENS	MUKPHI, Elmer Dean	360-14-13	MA1 C
NELSON, Roy Thomas 662-20-89 S2c *NICKEL, Charles William 283-26-72 SK2c **OBRIEN, Thomas Francis 402-82-38 FCM2c **OOONNELL, William D., Jr. 212-40-50 CSK **OOONNELL, William D., Jr. 212-40-50 CSK **OEHLER, Victor William 662-20-23 S2c OLIVER, Robert Patrick 300-61-74 S2c **OPDENCAMP, William 223-50-24 FCM2c **OWENS, Glenn Franklin 610-09-95 S2c PAGE, Joseph Stewart 279-36-18 CM1c **PARRAMORE, Robert Travis 268-97-97 F3c PATTERSON, Richard Hubert 411-35-08 S2c PEARCE, Burnie Neal 337-25-97 F1c *PERRY, Frank Vincent 602-02-99 S2c PERRY, Kenneth Rolland 376-25-78 S2c PFEIFER, Walter 311-31-24 MM2c PICA, John Joseph 258-12-82 Y1c *PICKERING, Robert Owen 201-65-64 RM2c *PLAISTED, Jay Edwin 376-25-57 F2c	**NATZKE, Leonard Frank	300-61-86	s2c
**MICKEL, Charles William 283-26-72 SK2c **OBRIEN, Thomas Francis 402-82-38 FCM2c **OCONNELL, William D., Jr. 212-40-50 CSK **OEHLER, Victor William 662-20-23 S2c OLIVER, Robert Patrick 300-61-74 S2c **OPDENCAMP, William 223-50-24 FCM2c **OWENS, Glenn Franklin 610-09-95 S2c PAGE, Joseph Stewart 279-36-18 CM1c **PARRAMORE, Robert Travis 268-97-97 F3c PATTERSON, Richard Hubert 411-35-08 S2c PEARCE, Burnie Neal 337-25-97 F1c *PERRY, Frank Vincent 602-02-99 S2c PERRY, Kenneth Rolland 376-25-78 S2c PFEIFER, Walter 311-31-24 MM2c PICA, John Joseph 258-12-82 Y1c *PICKERING, Robert Owen 201-65-64 RM2c *PLAISTED, Jay Edwin 376-25-57 F2c	NEAL, James William	658-08-54	S2c
**OBRIEN, Thomas Francis	NELSON, Roy Thomas		S2c
**OBRIEN, Thomas Francis	*NiCKEL, Charles William	28 3- 26 - 72	SK2c
**OEHLER, Victor William 662-20-23 S2c OLIVER, Robert Patrick 300-61-74 S2c **OPDENCAMP, William 223-50-24 FCM2c **OWENS, Glenn Franklin 610-09-95 S2c PAGE, Joseph Stewart 279-36-18 CM1c **PARRAMORE, Robert Travis 268-97-97 F3c PATTERSON, Richard Hubert 411-35-08 S2c PEARCE, Burnie Neal 337-25-97 F1c *PERRY, Frank Vincent 602-02-99 S2c PERRY, Kenneth Rolland 376-25-78 S2c PFEIFER, Walter 311-31-24 MM2c PICA, John Joseph 258-12-82 Y1c *PICKERING, Robert Owen 201-65-64 RM2c *PLAISTED, Jay Edwin 376-25-57 F2c	**OBRIEN, Thomas Francis	402-82 -3 8	FCM2c
OLIVER, Robert Patrick 300-61-74 S2c **OPDENCAMP, William 223-50-24 FCM26 **OWENS, Glenn Franklin 610-09-95 S2c PAGE, Joseph Stewart 279-36-18 CM1c **PARRAMORE, Robert Travis 268-97-97 F3c PATTERSON, Richard Hubert 411-35-08 S2c PEARCE, Burnie Neal 337-25-97 F1c *PERRY, Frank Vincent 602-02-99 S2c PERRY, Kenneth Rolland 376-25-78 S2c PFEIFER, Walter 311-31-24 MM2c PICA, John Joseph 258-12-82 Y1c *PICKERING, Robert Owen 201-65-64 RM2c *PLAISTED, Jay Edwin 376-25-57 F2c	**ODONNELL, William D., Jr.	212-40-50	CSK
**OPDENCAMP, William 223-50-24 FCM26 **OWENS, Glenn Franklin 610-09-95 S2c PAGE, Joseph Stewart 279-36-18 CM1c **PARRAMORE, Robert Travis 268-97-97 F3c PATTERSON, Richard Hubert 411-35-08 S2c PEARCE, Burnie Neal 337-25-97 F1c *PERRY, Frank Vincent 602-02-99 S2c PERRY, Kenneth Rolland 376-25-78 S2c PFEIFER, Walter 311-31-24 MM2c PICA, John Joseph 258-12-82 Y1c *PICKERING, Robert Owen 201-65-64 RM2c *PLAISTED, Jay Edwin 376-25-57 F2c	**OEHLER, Victor William	662 - 20 - 23	s2c
**OWENS, Glenn Franklin 610-09-95 S2c PAGE, Joseph Stewart 279-36-18 CM1c **PARRAMORE, Robert Travis 268-97-97 F3c PATTERSON, Richard Hubert 411-35-08 S2c PEARCE, Burnie Neal 337-25-97 F1c *PERRY, Frank Vincent 602-02-99 S2c PERRY, Kenneth Rolland 376-25-78 S2c PFE IFER, Walter 311-31-24 MM2c PICA, John Joseph 258-12-82 Y1c *PICKERING, Robert Owen 201-65-64 RM2c *PLAISTED, Jay Edwin 376-25-57 F2c	OLIVER, Robert Patrick	300-61-74	S2c
PAGE, Joseph Stewart 279-36-18 CM1c **PARRAMORE, Robert Travis 268-97-97 F3c PATTERSON, Richard Hubert 411-35-08 S2c PEARCE, Burnie Neal 337-25-97 F1c *PERRY, Frank Vincent 602-02-99 S2c PERRY, Kenneth Rolland 376-25-78 S2c PFE IFER, Walter 311-31-24 MM2c PICA, John Joseph 258-12-82 Y1c *PICKER ING, Robert Owen 201-65-64 RM2c *PLA ISTED, Jay Edwin 376-25-57 F2c	**OPDENGAMP, William	223-50-24	FCM2c
**PARRAMORE, Robert Travis 268-97-97 F3c PATTERSON, Richard Hubert 411-35-08 S2c PEARCE, Burnie Neal 337-25-97 F1c *PERRY, Frank Vincent 602-02-99 S2c PERRY, Kenneth Rolland 376-25-78 S2c PFEIFER, Walter 311-31-24 MM2c PICA, John Joseph 258-12-82 Y1c *PICKERING, Robert Owen 201-65-64 RM2c *PLAISTED, Jay Edwin 376-25-57 F2c	**OWENS, Glenn Franklin		S2c
PATTERSON, Richard Hubert 411-35-08 S2c PEARCE, Burnie Neal 337-25-97 F1c *PERRY, Frank Vincent 602-02-99 S2c PERRY, Kenneth Rolland 376-25-78 S2c PFE IFER, Walter 311-31-24 MM2c PICA, John Joseph 258-12-82 Y1c *PICKERING, Robert Owen 201-65-64 RM2c *PLAISTED, Jay Edwin 376-25-57 F2c	PAGE, Joseph Stewart	<i>279-36-18</i>	
PEARCE, Burnie Neal 337-25-97 F1c *PERRY, Frank Vincent 602-02-99 S2c PERRY, Kenneth Rolland 376-25-78 S2c PFEIFER, Walter 311-31-24 MM2c PICA, John Joseph 258-12-82 Y1c *PICKERING, Robert Owen 201-65-64 RM2c *PLAISTED, Jay Edwin 376-25-57 F2c	**PARRAMORE, Robert Travis		
*PERRY, Frank Vincent 602-02-99 S2c PERRY, Kenneth Rolland 376-25-78 S2c PFE IFER, Walter 311-31-24 MM2c PICA, John Joseph 258-12-82 Y1c *PICKERING, Robert Owen 201-65-64 RM2c *PLA ISTED, Jay Edwin 376-25-57 F2c			
PERRY, Kenneth Rolland 376-25-78 S2c PFE IFER, Walter 311-31-24 MM2c PICA, John Joseph 258-12-82 Y1c *PICKER ING, Robert Owen 201-65-64 RM2c *PLA ISTED, Jay Edwin 376-25-57 F2c			
PFE IFER, Walter 311-31-24 MM2c PICA, John Joseph 258-12-82 Y1c *PICKERING, Robert Owen 201-65-64 RM2c *PLA ISTED, Jay Edwin 376-25-57 F2c			
PICA, John Joseph 258-12-82 Y1 c *PICKERING, Robert Owen 201-65-64 RM2c *PLAISTED, Jay Edwin 376-25-57 F2c	PERIOD Washing		
*PICKERING, Robert Owen 201-65-64 RM2c *PLAISTED, Jay Edwin 376-25-57 F2c			MM2c
*PLAISTED, Jay Edwin 376-25-57 F2c	FIUA, John Joseph		
**PLAISIED, Jay Edwin 376-25-57 F2c **PLOFF, John Frederick 321-38-80 S1c	*FIUKERING, Robert Owen		
**PLUTT, John Frederick 321-38-80 Sic	*FLAISIEU, Jay Edwin		
	TTEUTT, John Frederick	<i>321 - 38-</i> 80	51 c

*PLUMMER, Reuben	346-40-12	EM2c
*PROCTOR, Frank Spencer	262-99-48	S2c
**RABY, Edward Wesley	385-83-12	STM1 c
RASMUSSEN, Robert Oliver	272-77-69	S2c
**RECGIUS, Kenneth Melton	634-03-29	S2c
REED, Harry Frederick	614-04-74	F3c
**RENCH, Bernice Neal	<i>33</i> 7-7 <i>3</i> -85	s2c
*REYNOLDS, Elmer James	368-61-62	S2c
RHEA, Harry Lee, Jr.	603-03-64	S2c
RIBBY, Leonard Raiph	321 -71 -53	S2c
RIGGS, Ernest Barney	360-21-90	F2c
*RICHARDSON, Preston Stephen	<i>258-27-75</i>	S1 c
**RICHARDSON, Robert Curtis	321 -71 -52	S2c
**RICHARDSON, Warren Jay	321 -71 -51	S2c
**RITCHIE, Julius	287-58 - 94	S2c
ROBERTS, Alvin Elwood, Jr.	266-08-89	S1 c
**ROLLINS, Edward Earl	<i>356-52-43</i>	F2c
ROLLINS, Edward G.	356 - 18 - 25	F1 C
**ROSE, Paul Raymond	328-37-81	MM1 c
*SANDERSON, Earl Rex	356-24-52	S1 c
SANES, Joseph	300-62-27	S2c
**SCANLON, Francis	650-04-86	S2c
SCHNIER, Elmer Louis	612-04-23	S2c
SCHWERIN, Louis Aloysius	243-46-90	GM2c
*SCHWIRTZ, Rollin Victor	328-97-83	<i>S2c</i>
**SELF, George Luther	658-08-52	<i>S2c</i>
SHAFFER, Dwight Harold	628-05-72	S2c
SHAW, Norman William	204-45-86	SM1 c
SHEAFER, Robert James	650-05-34	<i>S2c</i>
*SHOUP, Russel Willle	382-23-15 337-73-91	<i>\$2c</i>
SHRYOCK, Harold Eugene **SIKES, William Lee, Jr.	268-54-82	√S2c F1 c
**SMITH, Jack	283-62-73	F3c
*SMITH, Thomas Harold	272-41-64	F1 c
SOSNOWSKI, Vincent Theodore	250-49-62	MM2c
SPEIDEL, Hugo Edwin	638-04-96	S2c
STACY, Samuel	250-66-72	S2c
**STAGG, Roy Joseph	382-25-04	SC3c
STATEN, Robert Richard	300-62-11	F3c
STENSLAND, Willard Conrad	392-78-52	CSK
STEWART, Carol N.	337-26-67	GM3c
STILL, James Arthur	650-04-95	S2c
STOCKTON, James Willard	337-73-79	S2c
**STORM, John Victor	376-49-84	S2c
STREIT, Kurt Paul	266-19-94	ЕмЭс
STRIZZI, Anthony Nickolas	614-04-72	F2c
**STUKEY, Bertie McClellan	342-55-52	S2c
*STURGEON, Robert L.	279-88-80	S2c
SUTHERLAND, Paul Wayne	668-08 -11	S1 c
SWAIN, Gordon Leroy	614-04-66	S2c
**SWAN, George Washington	61 0-09-81	F3c
SWANEK, Bernard Adam	648-04 - 08	S2c
TEER, Jesse Lewis	<i>356-52-31</i>	S1 c

*TENEYCK, Thomas Gerald	204 00 00	
THOMAS I- I I I	206-93-07	CMM
THOMAS, James Wesley	265 - 58 - 25	Msmth1c
THOMPSON, Derrill C.	356 - 21 - 68	RM2 c
**TILCHMAN, Henry Edward	262-67-37	F1 c
**TROTTER, Neal Junior	295-27-62	WT2c
*VANDRIEL, Jack	382-23-16	F1 c
**VOLLUM, Ole Christopher	134-27-46	CBM
WALTERS, Stanley Vinson	385-89-97	F1 c
₩ELSH, Charles Edward	223-70-72	F1c
**WEST, George Willis	360-21-61	S1 c
*WHEALTON, Kenneth Earl	262-67-48	S1 c
WHEELER, William Albert	662-20-66	52c
*WHIPPLE, Merie Raiph	321-36-16	F1 c
**WILLETT, Edward George	212-31-11	GM2c
WILSON, Maurice Eugene, Jr.	300-32-14	F2c
₩IMES, Roosevelt	164-79-73	051 c
*WINE, Edward Lee, Jr.	266-21-76	F2c
**WRIGHT, Malcolm Carlisle	381 -05-76	CMM
YOUNG, Henry Bernard	360-21-91	TM3c

* * * * * * * * *

1 Because there is no muster roll for <u>Hammann</u> on microfilm at Archives II/College Park, Maryland, later than September, 1941, the sources for this muster roll are a list of casualties (see below), <u>Benham's deck log for 6/9/42 listing Hammann survivors put ashore at Pearl Harbor and records in the ship's Casualty Assistance Branch folder at Archives II (Record Group 24), viz, an unofficial muster roll dated 4/27/42 and a partial list of survivors dated 6/12/42. Due to the conditions under which these listings were prepared the muster roll I've compiled may not be completely accurate.</u>

* Wounded (** Killed) when <u>Hammann</u> was sunk on June 6, 1942, according to a machine-generated list of casualties at Archives II in the "Battle Books" (RG 24) prepared by BuPers after the war listing casualties by battle/campaign by ship.

<u>Summary</u> of <u>Casualties</u>:

Officer Enlisted	<u>Killed</u> 10 <u>74</u>	₩ounded 3 <u>60</u>	Not <u>Wounded</u> 1 <u>96</u>	Complement on 6/6/42 14 230
TOTALS	<u>84</u> (34	%) <u>63</u>	<u>97</u>	244

E. A. Wilde, Jr. March, 2004

		
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USS Hammann (DD-412)

Sources Used by the Editor to Identify the 160 Survivors Included on His Muster Roll for 6/6/42:

<u> 4</u>	Benham's deck log for 6/9/42 listing Hammann survivors put ashore at Pearl Harbor	2	<u>Survivors</u>
	Total listed Less names duplicated Less survivor who died of wounds	156 (3)	
	RECCIUS, Kenneth M. (shown as "Killed")	(1)	1 52
*₽	Reported wounded on the machine-generated list of <u>Hammann</u> 's casualties at Archives but were not		
	on <u>Benham;</u> JENDA, John A.		3
	MURDOCK, Levi TRUE, Arnold E. (C.O.; rescued by <u>Balch</u>)		
* <u>C</u>	Included on a partial list of <u>Hammann</u> survivors dated 6/12/42 in the ship's Casualty Assistance		
	Branch folder at Archives II but were not on		
	the Benham:		<i>5</i>
	DYER, Marvin E.		
	LAMBERT, William F., Jr. PFEIFER, Walter		
	SHRYOCK, Harold E.		
	WELSH, Charles E.		
			
	Total Survivors (Wounded/Not Wounded)		<u>160</u>

^{*} The editor was not able to identify the rescue ship for the 7 enlisted men shown.

E. A. Wilde, Jr. March, 2004

		
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"They fought together as brothers in arms; they died together and now they sleep side by side. To them we have a solemn obligation — the obligation to insure that their sacrifice will help make this a better and safer world in which to live."

- Fleet Admiral Chester W. Nimitz, USN, at The Surrender on board the U.S.S. <u>Missouri</u> (BB-63) in Tokyo Bay, 2 September 1945.

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The U.S.S. Hammann (DD-412) in world war II Photograph Credits

Description	Soi	urce Code/Ident. No.
Historical plate	NA	19-N-21068
Sponsor, Miss Lillian Hammann	NA	19-N-20794
Launching, Kearny, NJ, February 4, 1939	NA	19-N-20791
Stbd. beam, being towed, August, 1939	NI	Order with photocopy
20-mm Oerlikon machine cannon	NA	19-N-31965
Port bow, by pier, Charleston, SC 1942	NA	19-N-26590
Grumman F4F-3 "Wildcat" fighter	NA	80-G-217098
Douglas SBD Dauntless scout/dive bomber	NI	Order with photocopy
USS <u>Lexinaton</u> (CV-2), exploding, 5/8/42	₽₩	N-253
USS <u>Lexington</u> being abandoned	NI	Order with shotosom
USS Yorktown (CV-5), listing, 6/4/42	NA	Order with photocopy 80-G-17061
Hammann's fantail, final plunge, 6/6/42	NA	80-G-21 320
	747	30- 4- 21320
Survivors/USS Benham, P. Harbor, 6/9/42	NA	80-G-312064
USS Benham (DD-397), stbd beam, 1942	NA	80-G-19265
Cdr. Arnold E. True being awarded medals	NA	80-G-40170
USS Elden (DE-264), christening, 4/6/43		(Tom Elden)
USS Martin H. Ray (DE-338), bow, 1944	NI	
· · · · · · · · · · · · · · · · · · ·		with photocopy

Key to Sources:

NA National Archives 8601 Adelpi Road College Park, MD 20740-6001 Still Picture ref.: (301) 713-6625, EXT. 234 (Request addresses/price lists of private vendors)

NI U.S. Naval Institute Photo Service 291 Wood Road Annapolis, MD 21402 Phone (410) 295-1022; FAX (410)269-7940

RW Real War Photos
P.O. Box 728
Hammond, IN 46325
Phone/Fax. (219) 931-3359

E. A. Wilde, Jr. September, 2004

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The U.S.S. Hammann (DD-412) in World War II Bibliography/Sources

Books:

<u>Dictionary of American Naval Fighting Ships</u>, Vol. 3 (1968) and Vol. 8(1981). Mooney, James L., editor. Naval Historical Center, Washington Navy Yard.

Gunner's Mate 2c, Vol. 2, training manual. (NAVPERS 10011-B)

Bureau of Naval Personnel, 1945.

Ellis, Chris, <u>United States Navy Warship Camouflage: 1939-1945</u>. Henley-in-Thames, England: Kristall Publications, Ltd., 1975.

Fahey, James, <u>The Ships and Aircraft of the U.S. Fleet</u>, Victory Edition, New York: Ships and Aircraft, 1945.

Friedman, Norman, <u>U.S. Destroyers: An Illustrated Design History</u>. Annapolis: Naval Institute Press, 1982.

Lang, George; Collins, Raymond L.; White, Gerard F., Medal of Honor Recipients 1863-1994, Vol. II. New York: Facts On File, Inc., 1995.

Morison, Samuel Eliot, <u>Coral Sea, Midway and Submarine Actions:</u>

<u>May 1942-August 1942</u>, Vol. IV of <u>History of United States</u>

<u>Naval Operations in World War II</u>. Boston: Little, Brown & Company, 1949.

Tillman, Barrett, <u>The Dauntless Dive Bomber of World War II</u>.
Annapolis: Naval Institute Press, 1976.

Whitley, M. J., <u>Destroyers of World War Two:</u> <u>An International Encyclopedia</u>. Annapolis: Naval Institute Press, 1988.

<u>Miscellaneous:</u>

Archives, Nimitz Library, U.S. Naval Academy, Annapolis, Maryland.

Action reports, <u>Hammann</u>, National Archives II (Record Group 38, Boxes 95 & 1016), College Park, Maryland.

BuPers Casualty Assistance Branch 1941-45, Hammann folder, Archives II (RG 24), College Park, Maryland.

Citations file, WWII, Operational Archives Branch, Naval Historical Center, Washington Navy Yard.

Deck logs: <u>Balch</u> (DD-363), <u>Benham</u> (DD-397), <u>Hammann</u> (DD-412); Archives II (RG 24), College Park, Maryland

List of casualties by campaign at Archives II (RG 24) in the "Battle Books," machine-generated by BuPers after the war.

Ships' Histories Branch, <u>Hammann</u> folder, Naval Historical Center, Washington Navy Yard.

E. A. Wilde, Jr. September, 2004

Historical Compilations by the Editor:

(Destroyer/Destroyer Escort Hulls in World War II)

United States Ship Aaron Ward (DD-483) Barton (DD-599) Borie (DD-215) Colhoun (APD-2) Corry (DD-463)	Date Sunk/ (Damaged) 04/07/43 11/13/42 11/01/43 08/30/42 06/06/44	Area Guadalcanal Guadalcanal North Atlantic Tulagi Normandy	Killed/ <u>Wounded</u> 1 42/139* 164/32 27/00 51/18 24/55
Cushing (DD-376) DeHaven (DD-469) Douglas H. Fox (DD-779) Drexler (DD-741) Duncan (DD-485)	11/13/42	Guada I cana I	72/67
	02/01/43	Guada I cana I	168/40
	(05/17/45)	Ok inawa	10/36
	05/28/45	Ok inawa	158/54
	10/12/42	Guada I cana I	48/35
Emmons (DMS-22)	04/06/45	Okinawa	60/78
Fiske (DE-143)	08/02/44	North Atlantic	33/65
Glennon (DD-620)	06/10/44	Normandy	25/49*
Halligan (DD-584)	03/26/45	Okinawa	160/43
Hammann (DD-412)	06/06/42	Midway	84/63
Laffey (DD-459) Lansdale (DD-426) McFarland (AVD-14) Meredith (DD-726) Monssen (DD-436)	11/13/42	Guadalcanal	59/114
	04/20/44	Mediterranean	49/76
	(10/16/42)	Guadalcanal	12/13
	06/09/44	Normandy	35/28
	11/13/42	Guadalcanal	145/37
Perry (DMS-17) Preston (DD-379) Spence (DD-512) Strong (DD-467) Walke (DD-416)	09/13/44	Angaur/Peleliu	8/17
	11/15/42	Guadalcanal	117/26
	12/18/44	Luzon, P.I.	315/24
	07/05/43	Cent. Solomons	45/61
	11/15/42	Guadalcanal	82/48

E. Andrew Wilde, Jr. Commander, USNR (Ret.) June, 2005

Notes:
* Total far two engagements with the enemy

¹ Including those presumed dead more than a year subsequent to the date they were reported missing either due to enemy action or by drowning.

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<u>Locations Where Historical Compilations by the Editor</u> <u>Are Available For Researchers</u>

¹Air Zoo, Guadalcanal Campaign Collection, Potage, Michigan ECU Manuscript Collection, Joyner Library, Greenville, NC Louisiana Naval War Memorial Library, Baton Rouge, Louisiana

²Maine Maritime Museum Library, Bath, Maine Mariners' Museum Research Library, Newport News, Virginia Mystic Seaport's G. W. Blunt White Library, Mystic, Connecticut

National Archives II Library, College Park, Maryland ³National D-Day Museum Library Collection, New Orleans, LA National Museum of Pacific War, War Studies, Fredericksberg, TX

Naval Historical Center, Navy Dept. Library, Washington Navy Yard ______, Operational Archives Branch, Washington Navy Yard ______, Ships' Histories Branch, Washington Navy Yard

Naval War College, Naval Historical Collection, Newport, RI N.Y. Public Library, 42nd & 5th Ave., Room 315, New York, N.Y. ²Portland Public Library, Portland Room, Portland, Maine

⁴Tin Can Sailors, Inc., Research Library, Somerset, Massachusetts US Naval Academy, Nimitz Library Special Collections, Annapolis U.S. Naval Institute, History Division, Beach Hall, Annapolis, MD

U.S. Navy Memorial's Research Library, Washington, D.C. USS <u>Slater</u> (DE-766) Library, Albany, New York

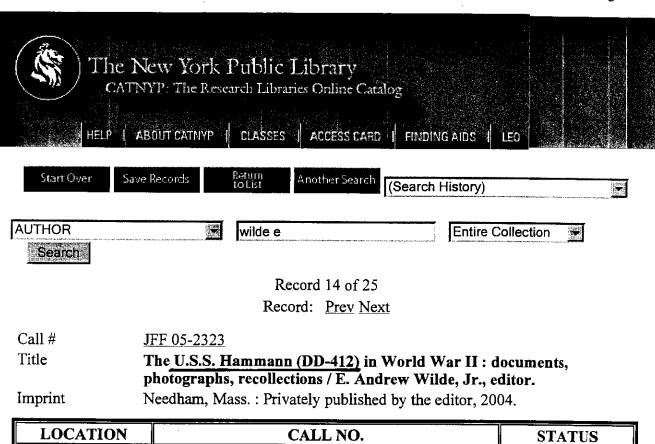
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Notes:

- 1 Only ships which participated in the Guadalcanal Campaign:
 <u>Aaron Ward, Barton, Colhoun, Cushina, DeHaven, Duncan, Laffey, McFarland, Monssen, Preston, Walke</u>.
- 2 Only Bath-built ships: <u>DeHaven</u>, <u>Drexler</u>, <u>Emmons</u>, <u>Meredith</u>, <u>Spence</u>, <u>Strong</u>
- 3 Only ships sunk off the Normandy Beachhead: <u>Corry</u>, <u>Glennon</u>, <u>Meredith</u>
- 4 By appointment only: (508) 677-0515

E. A. Wilde, Jr. June, 2006

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LOCATION	CALLYO	~
LOCATION	CALL NO.	STATUS
Humanities- General Research- Rm315	JFF 05-2323	AVAILABLE
Location	Humanities- General Research- Rm315	
Edition	1st ed.	
Descript	1 v. (various pagings): ill., map, ports.; 29 cm.	

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Descript	1 v. (various pagings): ill., map, ports.; 29 cm.
Note	Cover title.
	Includes bibliographical references.
Subject	Hammann (Destroyer: DD-412)
	World War, 1939-1945 Naval operations, American.
	World War, 1939-1945 Personal narratives, American.
Add'l name	Wilde, E. Andrew.
	Hammann (Destroyer: DD-412)
Alt title	U.S.S. Hammann (DD-412) in World War Two
	USS Hammann (DD-412) in World War II

Record 14 of 25
Record: Prev Next

United States Ship Hammann in World War II



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1210 Greendale Ave., Apt. E3 Needham, MA 02492-4622 October 4, 2004

Jeffrey W. Hunt, Curator Admiral Nimitz National Museum Of the Pacific War P.O. Box 777 Fredricksburg, Texas 78624

Dear Mr. Hunt.

My booklet on USS <u>Hammann</u> (DD-412) has only one first-hand account, but it's a very detailed and emotional one by Elmer L. Jones, Fireman 1st Class, which is also on the Internet.

The <u>Hammann's</u> story merits reading because the ship participated in both the Battle of the Coral Sea and the Battle of Midway before she was sunk by a Japanese submarine. Many medals were awarded to her whaleboat crews for their rescue operations of <u>Lexington</u> survivors and, earlier, of two F4F Wildcat pilots who had crash-landed on Guadalcanal after running out of fuel.

Copies of my booklet are being sent to the explorer Dr. Robert D. Ballard (his cousin was among those killed) and to the family of George W. Kapp, Jr., Coxswain, a whale-boat crewman who was posthumously awarded the Navy and Marine Corps Medal. Unfortunately, not many Hammann survivors will receive my booklet because their association no longer exists and their most recent address list is ten years old!

I'm happy to read about your museum's expansion and proud that my booklets on destroyers sunk/damaged in world war II are a part of it.

Sincerely.

E. Andrew Wilde, Jr.
Commander, USNR (Ret.)

			
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Take a kid hunting or fishing

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Visit a state park or historic site

14 October 2004

Commander Andrew Wilde, Jr. 1210 Greendale Ave. Apt. E3 Needham, MA 02492-4622

Dear Commander,

It was a nice surprise to receive your latest booklet in the mail the other day. The story of the USS Hammann is indeed an historic one and her loss one of the most incidents of the battle of Midway. This booklet is a welcome addition to our research material in the Center For Pacific War Studies, where it will rest alongside the other excellent research pieces you have donated to us.

I hope all is well in your part of the country. If there is any way that I might be of assistance to you always feel free to contact me. We look forward to having more of your work at the museum. As always thanks for your support of our efforts.

Best Regards,

Jeffrey Wm Hunt

Curator

Admiral Nimitz National Museum

Of the Pacific War



INSTITUTE FOR EXPLORATION

November 29, 2004

E. Andrew, Wilde, Jr. 1210 Greendale Avenue, Apt. E3 Needham, MA 02492-4622

Dear Andrew,

I want to thank you for your kind copy of the story of the HAMMANN. I only wish I had found her when we were searching for the YORKTOWN. I am sure we were close to her on several of our passes through the area, but we simply ran out of time.

I hope someone finds her in the future.

Sincerely

Dr. Robert D. Ballard, President Institute for Exploration

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40 Patriots Point Road, Mt. Pleasant, SC 29464 • 843/884-2727 • FAX 843/881-4232

14 May 2005

Cdr. E. Andrew Wilde, Jr., USNR 1210 Greendale Ave., Apt. E3 Needham, MA 02492-4622

Dear Commander Wilde,

It has been my pleasure to read through your booklet "The USS Hammann (DD-412) in World War II: Documents, Photographs, Recollections." You have done a great service to the history of the U.S. Navy with your efforts. Well done; well done indeed!

Patriots Point Museum is in the incipient stage of organizing a Research Library. Plans call for a new state-of-the-art facility on board Yorktown and your research effort will be preserved therein. Although I am retiring, our Collections Manager, E. L. Wimett, is the best in the business and she will ensure your work is set aside for inclusion.

Again, thank you for your contribution to naval history, to Patriots Point Museum, and for sharing your work with me.

Respectfully yours,

Steve Ewing

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